

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14/11/40 When handed in at Local Office 14 Nov. 1940 Port of Kobe.
 No. in Survey held at Innoshima. Date, First Survey 25/10/40 Last Survey 11/11/1940.
 Reg. Book. (No. of Visits Three.)

34809 on the ~~Wood~~ Steel S/S "TATUHA MARU".
 TONNAGE: Built at Port Glasgow. By whom Russell & Co. When 1918 11
 GROSS 5784 Owners Tatsuma Kisen Kabusiki Kaisya. Owners' Address
 UNDER DK. 5383 Managers Port belonging to Nisinomiya.
 NET 3607

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima Dock. Destined Voyage

WP=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11273. Port Kobe.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY

NOW DONE:— Vessel placed in dry dock. Bottom, stern frame and rudder cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces and general equipment examined and found or now placed in good condition.
 Windlass and steering gear examined and found or now placed in good condition.
 Plating in way of ash shoot examined and found in good condition.
 Cables ranged.

REPAIRS DUE TO WEAR AND TEAR:—

2nd deck stringer plates (2P & 2 S) in way of deep tank renewed together with stringer angles in way, afterwards the deep tank tested and found tight. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.)
Decks Good	Yes, As/Rpt.	Good	Good
Caulking of Decks	Good	Good	Good
Coamings	Good	Good	Good
Beams & Fastenings	Good	Good	Good
Outside Plating	Good	Good	Good
" " in way of sidelights	Good	Good	Good
Breasthooks	Good	Good	Good
Transoms	Good	Good	Good
Frames	Good	Good	Good
Reverse Frames	Good	Good	Good
Longitudinals	Good	Good	Good
Transverses	Good	Good	Good
Floors	Good	Good	Good
Keelsons	Good	Good	Good
Stringers	Good	Good	Good
Inner Bottom Plating	Good	Good	Good

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 11.40.

Survey Fee (per Section 20) Yen 115:00
 Cert. for Winch & Windlass. Yen 50:00
 Special Survey Fee (if any) Yen 60:00
 Travelling Expenses (if chargeable) Yen 60:00
 (Including Machinery).
 Second Surveyor's Fee (if any)

Fees applied for, 13/11/40
 Received by me, 19/11/40

Committee's Minute

FRI. 21 FEB 1941

Character Assigned

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

Examined the anchors, chain cables, windlass and other mooring gears, prior to the vessel's departure for Christmas Island, to load cargo.

The port and starboard bower anchors, the spare bower anchor, and the stream and kedg anchors were examined, found in good condition and in accordance with the Society's requirements.

The vessel is equipped 270 fathoms of 2-5/16" stud link chain cable in accordance with the Society's requirements, 135 fathoms in each hawse pipe. This chain cable was examined and found in satisfactory condition. The stream wire, tow-line, and hawsers and warps were also found to be in satisfactory condition.

The steam driven windlass was examined under working condition while the port and starboard cables were being hove in, both separately and simultaneously, and found to be in satisfactory working condition. The cable lifters, brakes, and stoppers were examined and found in good order.

The steam mooring winch with its warping ends was examined and found in good condition.

As a result of the foregoing examination the undersigned is of opinion that the anchors, chain cables, windlass, and other mooring gear, are now in satisfactory working order, and condition.

Copy of Certificate attached hereto.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

If Stocklist, state Mechanical/Petits

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.