

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 18/2/38 When handed in at Local Office 22/2/38 Port of Kobe.  
No. in Survey held at Harima. Date, First Survey 17/1/38 Last Survey 8/2/1938.  
eg. Book. 40323 on the ~~Woods~~ ~~Steel~~ S/S "TOZAN MARU".  
TONNAGE: Built at Sunderland. By whom J. L. Thompson & Sons, Ltd. When 1914 2  
GROSS 4709 Owner Kabushiki Kaisha, Okada-gumi. Owners' Address 27, Izuo-matsumo-cho,  
UNDER DE. -- Managers Port belonging to Osaka.  
NET 3363

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

WB=Cell DBorDBa 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.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 14168 Port Amu.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.

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 PART SPECIAL SURVEY 2nd No.3 & SRL.

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

Holds, tween decks, fore and afters and chain locker, engine and boiler space and coal bunkers cleared for survey, ceiling lifted as required by rules, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition.

Ash shoots, and plating under same examined and found in good condition.

Double bottom tanks and fore and after peak tanks examined internally, found or now (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	--
"	State if Tanks now tested	Yes	Dblng. Plates under Sounding Pipes	"	(State if on Felt).	--
"	Bulkheads	Good	Engine Room Skylights	"	When put on, Month	-- Year --
"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
"	Cement <del>SPRINKLY</del>	"	Oil Bunkers	Good	Masts, Yards, &c.	"
"	Rudder	"	Scuppers	"	Condition, how ascertained	From aloft.
"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	--
"	Windlass	"	Hatches	"	Sails	--
"	Have pumps now been examined and found efficient?	Yes	Planking of Wood Vessels	--	Equipment letter	Y
"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
"	Have Watertight Doors now been examined and found efficient?	Yes	Treenails	ditto	Chain Locker	Good
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
"			Transoms Pointers, & Crutches	ditto	" length	270 fms mean diam. 2-1/16"
"			Timbers of Frame at openings	ditto	" Rule length	270 fms size 2-3/16"
"			Ditto Ditto at other places	ditto	Hawser & Warps	Good
"			Stringers, Clamps & Sheifs	ditto	Standing and Running Rigging	"
"			Salting	ditto		
"			(State if examined.)			

## General Observations, Opinion as to Class, Recommendation, &amp;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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is in good condition and eligible, in our opinion, to be continued as classed with fresh record of survey 2,38 and the notation S.S.Kob. 2nd No.3-2,38 when the survey has been completed.

Survey Fee (per Section 20) Yen 475:00 :  
Special Damage or Repair Fee (if any) £ -- :  
Travelling Expenses (if chargeable) Yen 69:00 :  
(Including Machinery).  
Second Surveyor's Fee (if any) £ -- :  
Fees applied for, 9/2/1938  
Received by me, c. m. pefferson y. lamada  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute note FRI 25 MAR 1938

Character Assigned

100% Without Spl. Cond.  
S(n)/1.38 Shell. Dh. w/H  
Sele S.S. prev. Note Koh + Lmb. 2.38



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Lloyd's Register

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