

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th Jan. 1952 When handed in at Local Office 19 Port of KOBE
No. in Survey held at Aioi, Japan. Date, First Survey 24th April Last Survey 2nd Oct. 1951
Reg. Book. 29551 on the ~~Wood Iron on Steel~~ T.S. "TONAN MARU" (Ex "TONAN MARU No. 3")
Built at Osaka, Japan By whom Osaka Iron Works Ltd. When 1938 9 MONTHS
GROSS 19210 Owners Nippon Suisan K.K. Owners' Address -----
UNDER DK ----- (If not already recorded in Appendix to Register Book)
NET 1326+1321 Managers ----- Port belonging to Tokyo, Japan.

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Aioi, Japan. Destined Voyage -----

Cell DBor DBa ----- feet; uE & B ----- feet; f ----- feet
total capacity ----- tons. FPT ----- tons; APT ----- tons; MT ----- feet tons.

Only alterations in the existing records of tanks should be inserted.

B. All alterations in the existing records should be underlined.

Report, No. 2553 Port Rpt. No. 2553 - Summary

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys
(Including date of N.B., if any).

B.S. Reclassification pending

(WHOLE OIL FERRY)

DECLARED B.S. 9th

FITTED FOR OIL FERRY

PAID OIL IN BULK

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

IRS, OR EXAMINATION AS PER RULE, FOR Reclassification and Damage Survey. 38. ✓

Damage stated to have been caused through hostilities, vessel was bombed, consequently sinking side down, off Truk Island and was salvaged in 1951. Heavy damage was found to fore end, Bridge and Forecastle spaces. Upper Dk from stern to Amidships, top Accommodation, Port & Starboard shell in way of ER and Forecastle. Permanent repairs have now been effected.

Damage repairs. Forward.

mpass Bridge) All deckplating, beams, girders, minor bulkheads, house side and ends completely renewed.
ying Bridge) renewed.
per Bridge)
wer Bridge)

recastle Deck. Aft end frame 172 to Frame 218 deck plating beams, girders, coamings Forecastle Front and all bulkheads in accommodation renewed.

per Deck Deck plating beams, transverses and girders, from Frames 126 to 132 (staggered butts) completely renewed to Frame 221. This includes all small hatchways, stairways etc. P.T.O.

ARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ...								

NT CONDITION OF THE	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.
g of Decks	"	Ceiling	"	Cool Bunkers, Openings, Covers, etc.	"	(State if on Felt.)
ES	"	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Month Year
& Fastenings	"	Rudder	"	Scuppers	"	Boats Good (all new)
Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c. Good (all new)
" In way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained by exam.
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	"	(State if wedges removed.)
rdinals	"	Have Waterlight Doors been examined and found efficient?	Yes	Caulking	"	Equipment letter
erces	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Treenails	"	Anchors. No. of 3B 1S
Bottom Plating	"	Air and Sounding Pipes	Good	Breasthooks & Stemson	"	Cables (State if now ranged) Yes
he Tanks been examined internally? Yes		Doubling Plates under Sounding Pipes	"	Transoms, Pointers & Crutches	"	" length 330 mean diamr. 73
the Tanks been tested? Yes				Timbers of Frame at openings	"	" Rule length 330 size 76m/m
				" at other places	"	Chain Locker Good
				Stringers, Clamps & Shelves	"	Hawsers & Warps Sufficient
				Salting	"	Standing and Running Rigging 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of as No. 1-38."

This vessel is in good and efficient condition and is eligible in our opinion to have the classification contemplated viz:- with record of survey Reclassed 10.51 and record of Special Survey S.S.HIMEJI 10.51 and drydocking 10.51.

Survey Fee (per Section 29) £ 478.960
Special Damage or Repair Fee (if any) £ 600.000
Travelling Expenses (if chargeable) £ 11.200
Second Surveyor's Fee (if any) £ 20.160
Committee's Minute £ 10.590

Fees applied for, 19

Received by me, 19

FRI. 25 APR 1952

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping

Character Assigned

Reinstated B.S. (Whaling) Lennie Lloyd's Register
Littered for oil fuel Bunk oil Carrier
Reclassified 10.51 10.51 10.51 SS. K56 - 10.51 AS 10.51 P. 10.51 10.51

