

010652-010661-0208 1/2

12 MAR 1952

Rpt. 8. (Received at London Office) No. 548

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th Jan. 1952 When handed in at Local Office 1952 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 or Steel~~ T.S.S. "TONAN MARU" (Ex "TONAN MARU No. 3") (No. of Visits 37)

TONNAGE Built at Osaka, Japan By whom Osaka Iron Works Ltd. When 1938 MONTH 9

GROSS 19210 Owners Nippon Suisan K.K. Owners' Address -----  
UNDER DECK ----- (If not already recorded in Appendix to Register Book)

NET 1326+13211 Managers ----- Port belonging to Tokyo, Japan.

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

Cell D/B or D/Ba ----- feet; uE & B ----- feet; f ----- feet  
total capacity ----- tons. FPT ----- tons; APT ----- tons; MT ----- feet tons.

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

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

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

Repairs, 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 other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement 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

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?

CLASSIFICATION OR EXAMINATION AS PER RULE, FOR Reclassification and Damage Survey. 33. ✓

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.

Pass Bridge) All deckplating, beams, girders, minor bulkheads, house side and ends completely renewed.

Fore Bridge) renewed.

Fore Bridge) renewed.

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

Upper 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.

DESCRIPTION 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 ...								

GENERAL CONDITION OF THE		Good		Good		Good		Copper, or Y.M. (State if on Felt.)	
Age of Decks	"	Bulkheads	Good	Engine Room Skylights	Good	When fitted, Month	Year	Boats	Good (all new)
Plating	"	Cement or Asphalt	Good	Cool Bunkers, Openings, Covers, etc.	Good	Masts, Yards, &c.	Good (all new)	Condition, how ascertained	by exam. (State if wedges removed.)
" In way of sidelights	"	Rudder	"	Oil Bunkers	Good	Equipment letter	247.	Anechors, No. of	3B 1S
Frames	"	Steering gear and its connections	"	Cargo Hatchways	"	Cables (State if now ranged)	Yes	" length	330 mean diamr. 73
Frames	"	Windlass	"	Hatches	"	" (on board)	Rule length	330 size	76m/m
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	"	Chain Locker	Good	Hawsers & Warps	Sufficient
Frames	"	Have Waterlight Doors been examined and found efficient?	Yes	Caulking	"	Standing and Running Rigging	Good	Salting	State if examined.
Frames	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Treenails	"				
Bottom Plating	"	Air and Sounding Pipes	Good	Breasthooks & Stems	"				
Bottom Tanks been examined internally?	Yes	Doubling Plates under Sounding Pipes	"	Transoms, Pointers & Crutches	"				
Bottom Tanks been tested?	Yes			Timbers of Frame at openings	"				
				" " at other places	"				
				Stringers, Clamps & Shelves	"				

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 ss 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	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 600,000	Received by me,	19
Travelling Expenses (if chargeable)	£ 11,200		
Second Surveyor's Fee (if any)	£ 30,160		
	£ 10,590		

FRI. 25 APR 1952

Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN

Character Assigned: Reinstated B.S. Whaling. Lloyd's Register. Fitted for oil fuel Bunkers oil Carrier. Reclassed 10.51 10.51 10.51 SS. K56 - 10.51 AS 10.51 P. 38, 10.51

"TONAN MARU"

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Upper Store Deck Lower Store Deck and Cold Store Deck renewed from bulkhead FR 191 to Fr 214, beams, plating, girders, pillars, minor bulkheads and coamings.  
 C.T. Bulkhead Fr 191 Plating and Stiffeners between 3rd Deck and upper deck partly renewed  
 2nd Deck Frames 154 to 169 (staggered butts) to frame 214, Plating, beams, transverses, girders, pillars, coamings all renewed.  
 Stringer plate. Port No.12 removed, faired and refitted.

Stores, Winch Platforms, Derrick Posts. Port and Starbd amidships completely renewed.

Damage Repairs. Aft.

Winch Platforms Docking Bridge, Boat Deck, Plating, beams girders, pillars, all casings bulkheads, engine room skylights completely renewed.

Upper Deck Frame 50 to Fr 3 Port and Starbd in way of Poop accommodation completely renewed with beams girders, pillars, engine and boiler bearing, skedway side casing.

Deck Repairs. Frame 50 to 98

Starbd 4 stringer plates, 11 deckplates removed, faired and refitted.

3 Deckplates renewed.

Port 4 deckplates renewed.

1 stringer plate removed faired and refitted.

The deck longitudinals, transverses, pillars and small hatches in way of the above plates have all been placed in good and efficient condition.

Skidway Upper Deck plating and beams renewed from Frame 67 to 34. Engine and Boiler Casing plating and stiffeners in way renewed.

Upper Cabin Dk. Frame 69 to Frame 7, Port & Starbd plating, beams, girders, Minor bulkheads, Engine and Boiler Casing completely renewed.

Lower Cabin Deck Frame 65 to Frame 14 Port & Starbd plating, beams, girders, minor Bulkheads, Engine and Boiler Casings in way completely renewed.

Shell Plating (Plates numbered from Aft)

Keel No.4.5 removed faired and refitted.  
 Port C.5, D.6.7, E.4.5.18, G.6.7, H.5.6, J.5, K.4.5, L.5.6, O.15, Q.16.17, R.1.2.3. Renewed.

B.4.5.6, D.5, G.5, H.4, M.5.20, N.4.5, OX.3.4.5.6.18.19.21 Q.2.3.4.5.6.16.17.18.19. P.2.4.5.6.7.15.16.17.18.19.20. Q.18.19, R.4. removed, faired and refitted.  
 D.20.21, E.6, G.8, J.4.6, K.16, N.20, OX22, cropped and part renewed.  
 B.2.3, D.4, G.13, H.7.13, K.6.20, L.8, M.4, N.3.11.16.17.18.19, OX.1.7.17.20.  
 Q.1.20, P.21, Q.21, R.5.6, faired in place.

Starbd. J.6.M.6, N.6, O.17.19, Q.16 R.2.3.4. Renewed.

B.5.6, C.6.11, K.5, L.6.7, N.20, OX 22, Cropped and part renewed.  
 E.6, H.6, K.6, L.12.20, M.5.7.12.19, N.9.18.19, OX 2.3.5.6.7.8.9.10.11.15.18.19.  
 20.21, O.3.4.5.6.7.8.9.10.15.16.18, P.2.4.5.6.7.9.10.11.16.17.18.19.20.  
 Q.17.18.19.20, R.1.5, Removed faired and refitted.  
 B.3.4, D.7.19, F.1, G.8, H.15, J.13.14.19, K.10.11.12.20, L.13, 19.21, M.18.  
 N.3.5.8.13.14, OX.4.16.17, O.2.13.14, P.12.13.14, Q.21, R.6, Faired in place.

Access Shell Doors P & S, Frames 106-109 plated over.

Meat Shoot hole fitted P & S, Frames 128.130.770 m/m dia and fitted with adequate

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

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Tons per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Cwts.	qrs.	lbs.	Cwts.						qrs.

shell doublings.

Bulwark Plating Port & Starbd with stanchions renewed or removed, faired and refitted  
 The following openings have been cut in the shell and fitted with adequate shell compensation.

Cargo Port Strake OX to O Frs 113-115 Port & Starbd

Meat Shoot Strake OX to O Frs 128-130 and 174-176 port & starbd.

A number of small salvage holes in the shell have been plated over.

Shell riveting and caulking specially examined, a number of rivets renewed, caulked or welded over.

Shell & Deck plating all scaled and recoated.

In way of the above damages, shell longitudinals, frames, web frames and stringer have been dealt with.

Engine Room & Boiler Room.

The original arrangement has been modified to suit new machinery (Turbines in lieu of Reciprocating Engine).

A Boiler Platform has been built Frames 43,65, 5.700 m above Tank Top.  
 New Seats have been built for Turbines and Auxilliary Machinery.  
 Additional Wing Oil Fuel Tanks have been built frames 44-65 Port & Starbd. (E.S.)  
 The original Screen Bulkhead now removed and new Screen Bhd fitted at frame 43.  
 Boiler Oil Settling Tank Port and Starbd. Newly built above Oil Fuel Bunkers (P & S centre) to the level of the 2nd Deck, 3rd deck perforated and settling tank bottom newly fitted 9'-0 under 3rd Deck.  
 Fore Peak BHD 3rd Deck to Upper Deck. Centre Line to Starbd, all plating, stiffeners and boundary angles renewed.  
 All Portlights, Stormvalves, W/T Doors etc removed, overhauled and rejointed.  
 Wood Deck and fastenings on Upper Deck all renewed.  
 All masts, derricks, derrick posts and rigging renewed.  
 All lifeboats and davits renewed.  
 The general equipment has been renewed equivalent to the rule requirements.  
 Anchors and cables ranged, examined and found in good condition.  
 All cables scaled and coated.

Special Survey

Now Done:- Vessel placed in drydock, bottom and rudder, cleaned, examined and recoated  
 Examined:- Hold, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, pump rooms, plating in way of sidelights, cargo suction pipe strums removed for examination of shell, decks, hatchways and covers supports, steel covers, cleats and battening arrangements, anchors, chain cables, chain locker, masts and rigging, steering gear, auxiliary gear windlass, general equipments, pumps, W/T Doors, ventilators, coamings and covers air and sounding pipes (striking plates fitted), casings, boats.

Examined:- (Internally & tested) Fore and After Peaks, Oil Fuel Bunkers and Settling Tanks, Deep Tanks, all Double Bottom Tanks. & Cofferdams

NEW PARTICULARS FOR THE REGISTER BOOK

Owners:- Nihon Suisan K.K.  
 Port of Registry:- Tokyo  
 Official Number 67472  
 Signal Letters:- JBXK  
 Gross Tons:- 19,320.38  
 Under Deck:- 18,196.10  
 Nett :- 13211.40  
 Radar  
 E.S.D.  
 Freeboard 6320m/m From Steel Upper Dk.  
 Gyro Compass

NO NEW PLANS FOR RECORDS WITH RECORDED S.



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