





Double bottom tanks, fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, control gear, rods, chains, sheaves and hand gear, pumps, W.T.doors, scuppers, skylights, boats, masts (with deck angles), rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

Freeboard verified.

The shell plating was drilled, gauged and the thicknesses found as stated in the table below.

The whole of the rules requirements for 2nd S.S.No.3 have now been complied with.

#### REPAIRS DUE TO WEAR AND TEAR:-

Shell plates:- (Plates numbered from aft.)

##### Port Side:-

No.18 in "C" strake - renewed.

No.16 in "G" strake - renewed.

Nos.15, 16, 17 and 18 in "H" strake - renewed.

Nos.9, 10 and 18 in "J" strake - part doubled.

##### Starboard Side.

No.17 in "G" strake - renewed.

Nos.15, 17 & 18 in "H" strake - renewed.

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

#### ANCHORS.

Number of Certificate.	Anchors.*	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.	lbs.		
	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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stagnation.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
2874	15 1/2	2 1/8	86 1/2	120 1/2	38.2.16				Stud. Kokko Chain		12/2/41, I.C.W.
2875	15 1/2	"	"	"	39.0.4				" " " " " "		10/2/41, I.C.W.
2876	15 1/2	"	"	"	38.2.16				" " " " " "		10/2/41, I.C.W.
Iron Stream Chain or Steel Wire...											

No.18 in "J" strake - part doubled.

##### Deck Plates:-

2 forward plates of No.2 hatch - renewed.

1 plate abreast boiler opening on starboard side - renewed.

1 forward plate of No.5 hatch - renewed.

1 plate on port side of No.5 hatch - renewed.

On completion of the above repairs, repaired shell and deck plating tested and found tight.

(continued).

Rpt. 9a.

( 2 ) (HULL).

16 JUL 1941

Port of Kobe.

Continuation of Report No.11801 dated 14/5/41

on the

"CELEBES MARU".

#### WEAR & TEAR REPAIRS:- (Cont.).

10 tank top plates of No.2 double bottom tank renewed or part renewed.

2 tank top plates of Fore Peak Tank renewed.

3 tank top plates of After peak tank renewed or part renewed.

Ash pipe - part doubled.

##### Equipment:-

Three lengths of chain cables (P x 1 & S x 2) - renewed on account of wear and new chain cables verified as per Certificates and found in order. For particulars please see the table provided.

80 hatch boards replaced on board.

Other minor repairs carried out.

Thickness of Plating ascertained by drilling and comparison of same with the Original thickness.

Thickness is 1/10 of an inch.

STRAKE		AMIDSHIP			FORWARD			A F T.		
		Orig-inal	P	S	Orig-inal	P	S	Orig-inal	P	S
Shelter Deck Sheer Strake	M	.66	.65	.65	.48	.50	.50	.54	.55	.50
1st strake below	L	.64	.55	.65	.48	.50	.50	.50	.50	.50
2nd strake below	K	.62	.56	.62	.46	.50	.50	.52	.52	.48
3rd strake below	J	.62	.45	.52	.48	.50	.50	.54	.55	.48
4th strake below	H	.62	.32	.64	.46	.30	.30	.50	.30	.50
5th strake below	G	.62	.52	.58	.52	.30	.30	.52	.50	.52
6th strake below	F	.62	.47	.60	.56	.52	.30	.52	.42	.48
7th strake below	E	.62	.60	.62	.56	.50	.30	.50	.45	.48
8th strake below	D							.50	.41	.50

Fore End Drillings in the vicinity of Collision Bulkhead.

Aft End Drillings in the vicinity of After Peak Bulkhead.

marked thus now renewed.

\* marked thus now <sup>part</sup>doubled. K.D.



© 2020

Lloyd's Register Foundation

005529-005536-0032