

1. NOV 1928

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME Steel S.S. "BORDEAUX MARU". Rpt. Kobe. No. 6148

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/22.)

Nature of Survey

The class is subject to the rudder and stern frame (cast steel) repaired by electric welding 3,25 (rudder rewelded 5,27) being specially examined at the next dry docking.

The Kobe Surveyors now report the vessel examined in dry dock after grounding, bottom cleaned and coated and minor repairs effected.

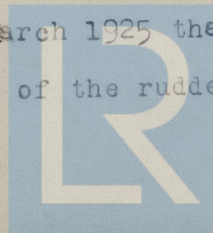
The S.S. No.1, due 12,27, which was partly held in May 1927, has been advanced and three margin angles on each side of No.6 tank renewed.

The cast steel tiller, which was found fractured, has been replaced by a new tiller of forged steel.

The stern frame has been specially examined where previously welded at the sole piece and further electrically welded in way of small flaws on port and starboard sides.

A contra propeller arrangement has now been fitted, the propeller post and rudder post being fitted with guide vanes and the rudder with cover plates. The electric welding of the rudder was found in good condition and as this part is now permanently covered the Owners' Superintendent requests that further special examination of the same be dispensed with, which proposal the Surveyors submit for favourable consideration.

The Surveyors reported in March 1925 that 4 cracks varying from 1" to 1½" in depth in the port side of the rudder mainpiece has been



© 2021

Lloyd's Register
Foundation

P.T.O.

Steel S.S. "BORDEAUX MARU".

cleaned out and electrically welded and in May 1927 they further reported that 2 small cracks $1\frac{1}{4}$ " and $1\frac{3}{8}$ " in depth in way of previous welding had been rewelded.

To complete the survey the deep tank requires to be tested and it is stated this will be done about September next.

It is submitted for the consideration of the Committee whether, in the circumstances, the condition regarding the rudder might not be removed and action deferred.

[Signature]

[Signature]
30.7.28.

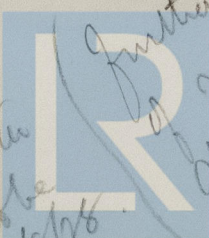
[Signature]

It should be pointed out to the Surveyors that in all future similar cases particulars regarding damage repairs should be detailed in the body of the report as well as in the summary.

[Signature]

[Signature]

Further special examination of rudder repair may be dispensed with.
Cls letter to K. B. 3/8/28



Lloyd's Register Foundation