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25th November, 1921.

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"MANJU MARU". Classed LOCAL, carrying petroleum in bulk, with notations of A & CP, ELMC. 9, 21 and "fitted for oil fuel 9, 21, F.P. above 150 F."

I have to request that in future cases, where modifications have been approved, you will be good enough to give particulars of the same in your reports and at the same time forward a signed plan embodying the modifications, if possible.

I have to confirm the following cablegrams which have passed between us regarding this vessel and the "TACHIBANA MARU", viz:-

nt: "MANJU MARU - vessel's name  
VACTU - cable whether  
SPACING  
WOYKS - rivets  
IN EDGES  
WIXYF - butts  
WOWUH - poop  
WIVEW - bridge  
WOOBE - forecastle

P.T.O.



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WOSSY - side plate(s)  
 VEESC - as required by the Rules  
 STOP  
 HAVE MODIFIED SIZE  
 VIVEW - bridge  
 SIDE LONGITUDINALS  
 VIXET - thickness (thicknesses) of  
 UPPER  
 WOOMP - plates (or plating)  
 OF  
 WIVY - after peak bulkhead(s)  
 BEEN  
 VEBJU - approved  
 STOP  
 IS  
 WCYGT - riveting  
 WIXYF - butts  
 WUBER - upper deck stringer plate(s)  
 AS  
 VEBJU - approved  
 STOP  
 VOKYR - have .... been tested  
 WOASC - cofferdams  
 STOP  
 TACHIBANA MARU - vessel's name  
 VABCO - reply immediately by cable to my communication of  
 ZEDWA - 27th September."

Lived:" MANTU MARU

TACHIBANA MARU Vessels' names  
 FIVE BULKHEAD LONGITUDINAL BRIDGE SIDE LONGITUDINALS ACCEPTED  
 STRESS BASIS DIFFICULTY PROCURING MATERIAL STOP OTHER ITEMS  
 VEBJU - approved  
 VEESC - as required by the Rules."

80. "CHINA MARU". I have to point out that I do not appear to have received a reply to the enquiry contained in my letter of the 8th July last, and to request you will be good enough to furnish me with the necessary information as soon as possible.

9. "TAIHO MARU". To remain as classed with fresh record of survey 8,21, subject to the indented sheerstrake plate being dealt with at the next special survey, to permanent repairs being effected on the port side of the deep tank in way of the tank



margin in No.5 hold and deck plating at after corners of bridge hatchway / and to the stern frame, repaired by electricwelding, being specially examined at the next drydocking.

In view of your statement that the holds, decks &c., have been examined and placed in good condition and that you have recommended a fresh record without special condition, I have to request you will state what action has been taken regarding the permanent repairs recommended by the Society's Surveyors at New York to be carried out in way of the defective rivets on the port side of the deep tank and in the tank bracket connections to the margin plating in No.5 hold and to the deck plating at the after corners of the bridge hatchway. I have to point out that an indented phatstrake plate on the starboard side in way of No.1 hatchway requires to be dealt with at the next special survey.

At the same time I have to request you will state whether you are correct in reporting the present diameter of the screw shaft to be 14  $\frac{5}{8}$ " in view of the First Entry Report (Kbe.2383), which gives this shaft as 15  $\frac{1}{4}$ ", the rule size being 15.27".

3308. "NORFOLK MARU". Classed 100A1, awning deck with freeboard, with notations of A & CP, GLMC.9,21 and "fitted for oil fuel 9,21, F.P. above 150 F."

"OMI MARU". 3309. As recommended.

"KAISO MARU". 3312. As recommended.

"MEIGEN MARU". 3315. As recommended.

"SHINANO MARU". 3316. As recommended.



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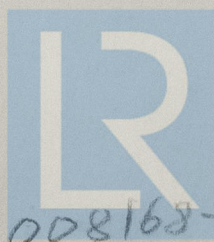
P.T.O.

7/1720-94800-69180



With reference to your letter of the 29th September last,  
I have to inform you that the classes of the following vessels  
have been withdrawn and three dots (...) inserted in lieu  
thereof in each case:-

"ALPS MARU",  
"AMERICA MARU"  
"HONG KONG MARU"  
"KONAN MARU"  
"PENANG MARU"  
"TOKUSHIMA MARU"  
"TOTORRI MARU".



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