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25th November, 1921.

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"MANJU MARU". Classed LOCAL, carrying petroleum in bulk, with notations of A & CP, SLMC. 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
WQGBE	- 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
VIVYI - after peak bulkhead(s)
BEEN
VEBJU - approved
STOP
IS
WCYGT - riveting
WIXYF - butts
WUBHEK - 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."

ived:" 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.

81. "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 platestrake 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 $\frac{1}{2}$ " in view of the First Entry Report (Kbe.2383), which gives this shaft as 15 $\frac{1}{2}$ ", the rule size being 15.27".

3308. "NORFOLK MARU". Classed 100AL, awning deck with freeboard, with notations of A & CP, ELMC.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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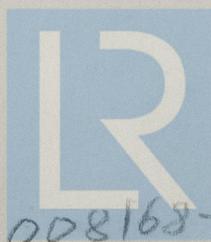
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00867-001800-024 3/4

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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