

# REPORT OF SURVEY FOR REPAIRS, & DISCLOSED

Date of writing Report 28th June 1940 When handed in at Local Office 28th June 40 Port of SHIMONOSEKI. DAY No. ....

No. in Reg. Book. 34670 Survey held at KASADO Date, First Survey 25th May Last Survey 24th June 1940.

33086  
13/11/40

on the ~~Steel~~ Twin Screw Motor Vessel "TAIZIN MARU"

TONNAGE:-  
GROSS 5155  
UNDER DECK 4885  
NET 3642  
Built at Rotterdam. By whom Wrf. voorh Rijke & Co. When 1922 -  
Owners Shimomura Kisen K.K. Owners' Address /  
Managers Taiyo Kaiun K.K. Port belonging to Hutyu.

Surveyed Afloat or in Dry Dock? Both Name of Dock Kasado Dock Destined Voyage /  
Cell/D/Bor/D/Ba \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet }  
total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ tons. }  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11457. Port KOB.

CHARACTER: \* for Special Survey, Date of Last Survey and of Periodical Surveys.  
Machinery and Boiler Surveys (including date of N.B., in any).  
100AI with freshboard 4.40  
~~ssKob. No. 3-11, 28~~  
~~ssKon. No. 2-26.~~  
W. No. 3-4.40  
LMO CS 4-40  
~~4-40.~~  
SS 4.40  
Cl. 5.58  
P. 1.40

In 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 Offered, but  
Society's Freeboard (if assigned) as painted on Ship and now verified \_\_\_\_\_ ft. \_\_\_\_\_ ins.

Not required. Was a damage report made by anyone else? If so, by whom? Teikoku Kaiji Kyokai.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs of Damage stated to have been caused by stranding at Kyoma-to, Gyosen (Korea), on the 20th May 1940 whilst on a voyage from Yawata to Chinwangtao.

Now Done:- Vessel placed in dry dock, bottom, stern frame & rudder cleaned, examined, found or now placed in good condition and recoated.

Repairs due to damage:-  
Stem, upper & lower parts bent and twisted.-- Removed, faired, annealed and refitted.  
Shell Plating:- (numbered from Stem).  
In way of Fore Peak. Keel plate No.1 badly indented.--Part renewed.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates	Frames	#. Frames & Brackets	Deep Floors and Bracket-Floors	Beams	F.P. TANK TOP		Other Items:- MARGIN BRKT.	WASH PLATE	BILGE KEEL
						Inner Bottom Plates	Stringer			
Renewed	17	11	18	4	4	3	4	6	2	
Removed and Faired or Repaired	4	4	2		1			1		35 ft.
Faired or Repaired in place	3	7	2					1		

PRESENT CONDITION OF THE		P. T. O.	
Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (state if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month.....Year.....
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (state if wedges removed)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (state if now ranged)
Longitudinals		Treenail	" length..... mean diamr. (on board)
Transverses	<b>SURVEY CONFINED TO ABOVE ONLY.</b>	Breasthooks & Stemson	" Rule length..... size
Floors	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Hawsers & Warps
Stringers	Air and Sounding Pipes	" " at other places	Standing and Running Rigging
Inner Bottom Plating	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (state if examined.)	
Have the Tanks been tested?			

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 so far as now seen, is in good condition and eligible in my opinion to be continued as classed without fresh record of survey.

Note:- The Owners do not desired to have a fresh record.

Survey Fee (per Section 29)	£	Fees applied for,	27. 6. 19 40
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 500:00	Received by me,	19
Travelling Expenses (if chargeable)	£ 89:00		
Second Surveyor's Fee (if any)	£		

Committee's Minute FRI 16 AUG 1940  
Character Assigned As made  
(100AI to 6.40 Lmk)  
FRI. 21 MAR 1941  
FRI. 12 JUN 1942  
Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation

10m 10.38.—Transfer Ink. (MADE IN ENGLAND.)  
21. (Su reports are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

008168-008176-0154

T.M.V. "TAIZIN MARU".

**Port side:-** Shell plate, A-1, badly indented. Renewed.  
 B-1, " " " " " "  
 C-1, " " " " " "  
 F-1, " " " " " "  
 G-1, " " " " " "  
 H-1, " " " " " "  
 J-1, " " " " " "  
 L-1, badly indented & cracked. Renewed.  
 F-2, badly indented. Cropped & part renewed, and part removed, faired and refitted.

B-2, slightly indented. Faired in place.

**Star side:-** Shell plate, A-1, badly indented. Renewed.  
 B-1, " " " " " "  
 C-1, " " " " " "  
 F-1, " " " " " "  
 G-1, " " " " " "  
 H-1, " " " " " "  
 J-1, " " " " " "  
 L-1, badly indented & cracked. Renewed.  
 B-2, badly indented. Cropped & part renewed.  
 F-2, badly indented. Cropped & part renewed and part removed, faired and refitted.

**In way of No.2 Hold. (Star side):-**  
 Shell plate, E-7, badly indented. Renewed.  
 F-10, indented. Removed, faired & refitted.  
 E-8, slightly indented. Faired in place.  
 F-11, " " " " " " Faired in place.

**Bilge Keel. (Star side):-**  
 Bilge keel bulb plate distorted. Removed, faired & refitted about 35 ft.  
 Bilge keel shell angles (T.bar) buckled. Cropped & part renewed in way of above and faired in place.

**Frames, etc:-**  
**In way of Fore peak above tank top.**  
**Port side:-** One frame (bulb angle) badly set in. Renewed.  
 2 frame (bulb angle) badly set in. Cropped & part renewed with new butt straps.  
 One frame (bulb angle) set in. Cropped & part removed, faired and refitted with new butt strap.  
 2 frames (bulb angle) slightly set in. Faired in place.  
 5 frame brackets badly buckled. Renewed.  
 4 angles to stringer plate for the above. Renewed.  
 One frame bracket buckled. Removed, faired & refitted.

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.				
	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.	Stati-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

**Star side:-** One frame bracket slightly buckled. Faired in place.  
 9 frames (bulb angle) badly set in. Renewed.  
 One frame (bulb angle) set in. Removed, faired and refitted.  
 9 frame brackets (p4 & S5) badly buckled. Renewed.

**In way of Fore Peak Tank:-**  
 One frame (bulb angle) badly set in. Renewed.  
 2 frames (bulb angle) badly set in. Cropped & part renewed with new butt straps.  
 One frame (bulb angle) set in. Cropped & part removed, faired and refitted with new butt strap.  
 3 frames (bulb angle) slightly set in. Faired in place.  
 4 frame brackets badly buckled. Renewed.  
 4 angles to stringer plate for the above. Renewed.  
 One frame brackets badly buckled. Removed, faired and refitted.  
 One frame bracket slightly buckled. Faired in place.

Continued.

T.M.V. "TAIZIN MARU".

**In way of No.2 Hold. (Starb. side):-**  
 Seven frames (bulb angle) set in. Cropped & part removed, faired and refitted with new butt straps.  
 3 frames (bulb angle) slightly set in. Faired in place.

**Floors, Girders, Beams, Stringers, Margin brackets, etc:-**

**In way of Fore peak above tank top.**  
 One channel runner below upper deck beam and 2 brackets for same buckled. --- Removed, faired and refitted.  
 One upper breast hook badly buckled together with face angle. Renewed.  
 6 shell angles for the above badly buckled. Renewed.  
 One lower breast hook badly buckled together with face angle. Renewed.  
 6 shell angles for the above badly buckled. Renewed.  
 2 stringer plates (P&S sides) badly buckled. Cropped and part renewed.  
 16 shell angles for the above badly buckled. Renewed.  
 One beam runner badly buckled together with one bracket. Renewed.  
 2 side pillars bent. Removed, faired & refitted.  
 2 bottom lug pieces for the above badly buckled. Renewed.

**In way of Fore Peak tank:-**

2 tank top stringer plates badly buckled (P&S sides). Cropped & part renewed.  
 9 shell angles for the above badly buckled. Renewed.  
 One tank top plate badly buckled. Cropped & part renewed.  
 3 tank top beams badly buckled. Renewed.  
 One tank top beam buckled. Removed, faired & refitted.  
 2 punting stringer plates badly buckled (P&S sides). Cropped & part renewed.  
 4 face angles (bulb angle) badly buckled (P&S sides). Cropped & part renewed.  
 One punting beam badly buckled. Renewed.  
 4 deep floor badly buckled together with top angles. Renewed.  
 6 vertical angles (double) for the above badly buckled. Renewed.  
 One centre keelson badly buckled. Cropped & part renewed.  
 2 wash plates badly buckled. Cropped & part renewed.  
 One wash plate slightly buckled. Faired in place.  
 One vertical stiffener badly buckled. Renewed.  
 Top & boundary angles for the above badly buckled. Cropped & part renewed.  
 4 vertical stiffeners of collision bulkhead slightly buckled. Faired in place.

**In way of No.2 Hold.**

6 margin brackets badly buckled. Renewed.  
 One margin bracket slightly buckled. Faired in place.  
 3 gusset angles slightly buckled. Faired in place.  
 A number of started rivets and seams. Renewed or caulked.

**Miscellaneous:-**

One suction pipe for Fore peak tank broken. Cropped & part renewed.  
 One air pipe for Fore peak tank broken. Renewed.  
 One sounding pipe for No.2 double bottom tank broken. Cropped & part renewed.  
 10 bed cheeks of life boats broken. Renewed.  
 No.3 life boat (wood) part broken. Repaired as necessary.  
 No.2 Hold:- bottom ceiling & limber board damaged. Removed, faired & refitted.  
 Side sparring in No.2 hold also damaged. Removed, faired & refitted.  
 No.2 Hold, flooded with sea water. Tank top, both ends & sides & bilges scraped & recoated as before.  
 Fore peak tank flooded with sea water. Scraped and recoated as before.

All removals necessary to effect the damage repairs replaced or refitted in good order.

On completion of the above repairs the Fore peak tank tested by a head of water as required by the rules and found tight, and repaired shell plating hose tested and found tight.

