

REPORT OF SURVEY FOR REPAIRS, & DISCLOSED

Date of writing Report 28th June 1940

When handed in at Local Office 28th June 1940

Port of SHIMONOSEKI.

RAY No.

No. in
Reg. Book.

Survey held at

KASADO

Date, First Survey 25th May

Last Survey 24th June

1940.

33086.

34670

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

TONNAGE:-

Built at

Rotterdam.

By whom

Wrf. voorh Rijke & Co.

When 1922

YEAR.

MONTH.

GROSS

5155

Owners

Shimomura Kisen K.K.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DEK.

4885

Managers

Taiyo Kaiun K.K.

Port belonging to

Hutyu.

NET

3642

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Kasado Dock

Destined Voyage

YEAR.

MONTH.

Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
X for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., in any).

100A1 with

fishboard 4-40

ssKob. No. 3-11, 28

ssKon. No. 3-26.

ssKob. No. 3-4-40

ssKon. No. 3-4-40

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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.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

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, Gyozen (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.

P. T. O.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	Frames & Brackets.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Deck Plates.	Other Items:- Margin Brackets.	WASH PLATE	BILGE KEEL.
Renewed	17	11	18	4	4	3	4	6	2	
Removed and Faired or Repaired	1	10	2		1			1	1	35 ft.
Faired or Repaired in place	3	7	2					1		

PRESENT CONDITION OF THE

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	Have Ventilators and their Coamings been examined and found efficient?	Treenails	" length.....mean diamr. (on board)
Transverses	Have Watertight Doors been examined and found efficient?	Breasthooks & Stemson	" Rule length.....size
Floors	Have the Tanks been examined internally?	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Have the Tanks been tested? F.P. tk only	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
Salting		Salting (State if examined.)	

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)	£
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 500:00
Travelling Expenses (if chargeable)	£ 89:00
Second Surveyor's Fee (if any)	£

Fees applied for,	27. 6. 1940
Received by me,	19

Committee's Minute

Character Assigned

FRI 16 AUG 1940

FRI. 21 MAR 1941

FRI. 12 JUN 1942

OMIT CLASS
ON RE-PRINT.

008168-008176-0154

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

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 renewed, faired and

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 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.

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.	Gropped & part renewed with new butt straps.
One frame (bulb angle) set in.	Gropped & 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:—

Number of Certificate.	Anchors*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST FEB. 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.			
	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.

[illegible]

	One frame bracket slightly buckled.	Faired in place.
<u>Star side</u> :-	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} struts buckled.	Renewed.
One frame brackets badly buckled.	Removed, faired and refitted.
One frame bracket slightly buckled.	Faired in place.
	Continued.

Continued.

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.	Paired in place.
3 gusset angles slightly buckled.	Paired 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 chocks of life boats broken.	Renewed.
No.3 life boat (wood) part broken.	Repaired as necessary.
No.2 Hold:- bottom ceiling & limber board damaged.	Removed, ^{Repaired} scraped & refitted.
Side sparring in No.2 hold also damaged.	Removed, ^{Repaired} scraped & 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.