

REPORT of SURVEY for REPAIRS, &c

DISCLOSED

Date of writing Report 19/12/40 When handed in at Local Office 19th Dec 1940 Port of Kobe

No. in Survey held at Innoshima. Date, First Survey 22/11/40 Last Survey 14/12/1940

Reg. Book 35078 on the ~~Wood, Iron or Steel~~ S/S "TAIAN MARU".

TONNAGE:- Built at Seattle, Wash. By whom Skinner & Eddy Corpn. When 1916

GROSS 5655 Owners Shimomura Kisen Kaisha, Ltd. Owners' Address

UNDER DK. 5155 Managers Taiyo Kaiun Kab. Kaisha. Port belonging to Hashidate.

NET 4326

Surveyed Afloat or in Dry Dock? Both Name of Dock Innoshima Dock. Destined Voyage

WB=Cell DBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 11232. 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 Dam.Rept.-declined.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, ALTERATION, EQUIPMENT, S.R.L & REPAIR OF DAMAGE stated to have been caused by ("A" & "B") the vessel

touching ground at Hozan on the 14th December, 1939, whilst arriving the Port from Chinnampo. (Damage report not required).

NOW DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, windlass & steering gear and equipment generally examined and found or now placed in good condition.

Plating in way of ash shoots examined and found in good condition.

ALTERATION:- Small coal hatch newly fitted on bridge deck between Frame Nos.85 & 86 as shown in the plan attached hereto. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames (Barrett)	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	BILGE KEELS REPAIRED AS/RPT.
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	
Faired or Repaired in place	4	4	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	--	Air and Sounding Pipes	--	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	--	Dblg. Plates under Sounding Pipes	--	(State if on Felt.)	--
Coamings	"	Bulkheads	--	Engine Room Skylights	Good	When put on, Month	--
Beams & Fastenings	"	Ceiling	--	Coal Bunkers, Open'gs, Lids, &c	--	Boats	Good
Outside Plating	"	Cement or Asphalt (State which.)	--	Oil Bunkers	--	Masts, Yards, &c	"
" " in way of sidelights	--	Rudder	Good	Scuppers	--	Condition, how ascertained	From deck.
Breasthooks	--	Steering gear and its connections	"	Cargo Hatchways	Good	(State if wedges removed)	--
Transoms	--	Windlass	"	Hatches	"	Sails	--
Frames	Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Equipment letter	Z
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S.1K.
Longitudinals	--	Have Watertight Doors now been examined and found efficient?	--	Treenails	ditto	Chain Locker	--
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stems	ditto	Cables (State if now ranged)	No
Floors	As/Rpt. Good			Transoms Pointers, & Crutches	ditto	" length (on board)	Stated complete.
Keelsons	--			Timbers of Frame at openings	ditto	" Rule length	270 fms size 2-4/16"
Stringers	--			Ditto Ditto at other places	ditto	Hawser & Warps	--
Inner Bottom Plating	--			Stringers, Clamps & Sheifs	ditto	Standing and Running Rigging	--
				Salting (State if examined.)	ditto		

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel, so far as now seen, is eligible, in my opinion, to be continued as classed with fresh record of survey 12,40, subject to indented bottom plates etc. (Starboard Side Forward) being repaired; and one Bower Anchor of proper weight and test and 4 lengths of chain cable being placed on board at the earliest opportunity, and stern frame sole piece (E.W. 8,39, 12,40 and previously being specially examined at next dry docking.

Survey Fee (per Section 20) Yen 115:00

Special Damage or Major Fee (if any) (per Sec. 20) Yen 50:00

Travelling Expenses (if chargeable) (Including Machinery). Yen 67:00

Second Surveyor's Fee (if any) £

Fees applied for, 18/12/1940

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100% subject fitted for oil fuel No + dual 12.40 subject

TUE. 4 MAR 1941 FRI. 12 JUN 1942 OMIT CLASS ON RE-PRINT. Lloyd's Register Foundation 009122-009130-0159 1/2

10001137-Transfer Ink. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.) Is Certificate required? If so, to be sent to

Subject to the terms not being made. oil fuel install

EQUIPMENT:- It was stated that the port bower anchor and 5 lengths of chain cable were lost on the 2nd October, 1940, whilst on a voyage from Mannanshan to Yokohama.

Port chain cables examined at this time and 3 lengths of cable found also damaged and removed.

Now done:- The spare bower anchor now fitted in place and the following anchor and chain cables have now been placed on board.

- 1 Bower Anchor - tested by Teikoku Kaiji Kyokai Surveyor.
- 4 lengths of chain cable - tested by Teikoku Kaiji Kyokai Surveyor.
- 1 length of chain cable - tested by Imperial Government Surveyor.
- 3 lengths of chain cable - tested by Lloyd's Surveyor (verified with Certificates and found correct. For particulars see the table below.

The Owners stated that they could not obtain Lloyd's Tested Chain Cable and requested that 1 length of chain cable, which has been tested by Imperial Government Surveyor, now compared with the certificate of test and found in order, be accepted in this instance.

The Owners' proposal is submitted for the favourable consideration of the Committee, and if acceptable the Notation "A & C.P" should be deleted from the Register Book. For the particulars please see below.

NOTE:- It was recommended that 1 bower anchor and 4 lengths of chain cable being placed on board at the earliest opportunity.

Efforts have been made by the Owners to recover the lost anchor & chain cables

S.R.L.:- E.W. repairs to stern frame sole piece specially examined and found a new crack (3" x 3/8") on the port side, now crack cut out and E.welded and found satisfactory. It was recommended that E.Welding repairs to stern frame sole piece

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.	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.

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.	Statu-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
2669	15	2 1/2	9 1/2	127 5/8	40.3.28					Stud Link	Kokko Chain & Steel Wks Ltd.	19.4.39. O.T.P.H. T.M.
2678	"	"	"	"	40.3.26					"	"	8.5.39. O.T.P.H. T.M.
2679	"	"	"	"	41.0.20					"	"	
Government Cert.										Stud Link	Sakuma Seisasyo, Ltd.	30/10/39. O.T.P.H.

to be examined at next dry docking.

DAMAGE "A"	FOUND	RECOMMENDED
Shell plates, Starboard side. (Plates numbered from Stem).		
2 plates A-3 & B-3, slightly indented.		To be faired in place.
One plate, B-4, indented.		To be removed, faired and refitted.
In No.1 double bottom tank, Starboard Side.		
7 Solid floors, set up.		1 floor plate to be cropped, & part renewed.
		2 floor plates to be cropped, faired and refitted.
		4 floor plates to be faired in place.
		7 bottom frame (D.A.) thereon to be faired in place. (continued).

DAMAGE "A":-(Cont.)

FOUND	RECOMMENDED
4 intercostal side girder plates, slightly set up.	To be faired in place.

All removals necessary to effect repairs to be replaced in good order. On completion of repairs No.1 double bottom tank be tested and repaired part be recoated as necessary.

NOTE:- The Damage "A", in my opinion, do not affect the seaworthiness of this vessel and the Owners stated the permanent repairs will be carried out at the next annual survey in about this time next year.

DAMAGE "B" REPAIRS:-

Shell plates, starboard side: (plates numbered from Stem).

4 shell plates, D-7, 8, 9 & 10, slightly indented, -now faired in place.

In No.2 Double bottom tank, starboard side:-

2 solid floor bottom angles, slightly set up - now faired in place.

In No.3 Double bottom tank, starboard side:-

2 solid floor bottom angles, slightly set up - now faired in place.

Bilge Keel:-

Port bilge keel, buckled at 3 places, - now keel plate about 25 feet and edge half round bar in way, cropped, faired and refitted. Keel plate about 13 feet and edge half round bar in way faired in place. Shell angle in way about 23 feet, faired in place.

Starboard bilge keel, buckled at 5 places - now keel plate about 6 feet and edge half round bar in way - cropped and partly renewed. Keel plate about 86 feet and edge half round bar in way cropped, faired and refitted and shell angle in way, about 70 feet) faired in place.

All removals necessary to effect repairs placed in good order.

On completion of repairs Nos.2 & 3 double bottom tanks tested and repaired parts recoated as necessary and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

1 upper deck plate in way of bridge front bulkhead at aft corner of No.2 hatch, on port and starboard sides, found slightly cracked, the cracks cut out E.Welded and suitable doubling plates applied and found satisfactory.

Poop deck plate:- One plate, port side, part doubled and one plate, starboard side, renewed.

Aft hatch coaming horizontal stiffeners at Nos.1, 2, 4 & 5 hatches - renewed.

Other minor repairs carried out. N.A.

M.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.