

20 OCT 1938

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

TAIAN MARU.

Rpt.

Kob.

No. 11232

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

Nature of Survey

Completion of

2nd. S.S. No. 3.

due 9-38

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in <sup>decimals</sup> of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.			
	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.	Original Thickness.	Thickness by drilling.		Diminution if any.				
		Port.	Std.			Port.	Std.			Port.	Std.			Port.	Std.	
Bridge																
DECK SHEER STRAKE .....	'70	'70	-	-												
Strake below .....	'64	'575	'60	'065	'04											
MAIN SHEER STRAKE .....	'66	'625	'625	'035	'035	'46	'55	'55	-	-	'46	'60	'60	-	-	R = renewed.
1st Strake below .....	'66	'55	'55	'11	'11	'46	'45	'525	'01	-	'46	'525	'525	-	-	Present Rule
2nd .. ..	'66	'575	'525	'085	'135	'46	'325	'325	-	-	'46	'35	'40	'11	'06	
3rd .. ..	'66	'55	'55	'11	'11	'46	'35	'45	'11	'01	'46	'40	'40	'06	'06	
4th .. ..	'66	'525	'60	'135	'06	'46	'40	'40	'06	'06	'46	R	R	-	-	Sides '60 to '44
5th .. ..	'66	'60	'60	'06	'06	'46	R	R	-	-	'46	'55	'575	-	-	Bottom '60 to '46
6th .. ..	'66	'65	'65	'01	'01	'48	'50	'50	-	-	'48	'375	'375	-	-	
7th .. ..																
8th .. ..																
9th .. ..																

Drillings at ends to be made in the vicinity of the peak bulkheads.

The 2nd Special Survey No.3, due 9,38 has been partly held.

The class is subject to the solepiece of the sternframe E.W. 5,38 and previously, being specially examined at the next dry-docking.

The Kobe Surveyors report the vessel placed in dry dock, bottom coated and on account of damage through running over a buoy 5 shell plates and the bilge keels repaired.

The Special Survey has been completed, 10 shell plates and a considerable number of deck plates renewed, repairs to tank topplating, framing, hatchways and minor repairs effected.

A length of chain cable, found worn, and a defective length have been renewed.

The shell plating has been drilled with results as shewn above which appear to be satisfactory.

The electric welding repair to the solepiece of the sternframe as above, found grooved; the grooved parts cut out and rewelded.

The oil fuel settling tanks have now been altered for use as a coal bunker( sketch attached). The oil burning installation will not be used in the future (See Rpt 9)

It is submitted the vessel appears worthy to remain as classed with record 8,39 and notation of S.S.2nd No.3-8,39, subject as above (Sole piece of Sternframe rewelded 8.39)

100A1 )  
8,39 Kob. )-subject etc.  
S.S.Kob.2nd No.3-8,39 )

*[Signature]*  
17.10.39

*[Signature]*

Delete "Fitted for oil fuel 12,16, F.P. above 150°F"

*See  
Sketch  
p. 1*



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