

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29/8/1939 When handed in at Local Office 7th Sept 1939 Port of Kobe.

No. in Survey held at Innoshima. Date, First Survey 4/8/39 Last Survey 26/8/1939.
Reg. Book. (No. of Visits Eleven.)84440 on the ~~Wood Iron~~ Steel S/S "TAIAN MARU"TONNAGE:— Built at Seattle, Wash. By whom Skinner & Eddy Corpn. When 1916 12
GROSS 5655 Owners Shimomura Kisen Kab. Kaisha. Owners' Address
UNDER DK 5156 (if not already recorded in Appendix to Register Book).
NET 4326 Managers Taiyo Kaiun Kabushiki Kaisha. Port belonging to Hasidate.

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

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 10689. Port Kob.

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

CHARACTER.	Year Assigned	Year now required	Machinery and Boiler Survey (including date of N.B., if any)
*100A1	5,38		*LMC 5,38
			TS(CL) 5,37

Fitted for oil fuel 12,16

F.P. above 150° F.

ssOsa.No.3-9,26.

ssKob.No.2-34.

Society's Freeboard (if assigned) as painted on Ship and now verified

Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules. 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.Rpt- declined.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY 2nd No.3, SRL & DAMAGE stated to have been caused by vessel running over a mooring buoy on the 3rd June 1939, whilst arriving at Moji from Chinwantao. (Damage report not requested).

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space and coal bunkers cleared for survey, ceiling lifted as required by rules, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition. (P.T.O.).

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	As/RPT.
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	
Fair'd or Repaired in place	5	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	--
Caulking of Decks	"	State if Tanks now tested	Yes. As/Rpt.	Dblng. Plates under Sounding Pipes	"	(State if on Felt).	--
Coamings	"	Bulkheads	Good	Engine Room Skylights	"	When put on, Month	--
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Outside Plating	"	Cement of Asphal. (State which.)	"	Oil Bunkers	Good	Masts, Yards, &c.	"
Breasthooks	"	Rudder	"	Scuppers	"	Condition, how ascertained	From aloft.
Transoms	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	Yes.
Frames	"	Windlass	"	Hatches	"	Sails	--
Reverse Frames	"	Have pumps now been examined and found efficient?	Yes.	Planking of Wood Vessels	--	Equipment letter	Z
Longitudinals	--	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1s. 1K.
Transverses	--	Have Watertight Doors now been examined and found efficient?	Yes.	Treenails	ditto	Chain Locker	Good
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes.
Keelsons	"			Transoms Pointers, & Crutches	ditto	" length 270 fms. mean diam.	2 1/2" - 2 3/4"
Stringers	"			Timbers of Frame at openings	ditto	" Rule length 270 fms size	2 1/2" - 2 3/4"
Inner Bottom Plating	"			Ditto Ditto at other places	ditto	Hawser & Warps	Good
				Stringers, Clamps & Shells	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 and pND24, &c."

This vessel is in good condition and eligible, in our opinion, to be continued as classed with fresh record of survey 8,39 and the Notation S.S.Kob. 2nd No.3-8,39, subject to stern frame sole piece (E.W.repairs) being specially examined at next docking.

Survey Fee (per Section 20) Yen 325:00

Special Damage or Repair Fee (if any) £ --

Travelling Expenses (if chargeable) Yen 212:00

(Including Machinery).

Second Surveyor's Fee (if any) £ --

Fees applied for,

28/8/1939

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

JUL 24 OCT 1939

Character Assigned

100A1 Subject

Write Rpt. 5839 S.O. 24 No. 3-8.39

Jth for 8.39 + Amk 8.39 subject

CERTIFICATE WRITTEN

Lloyd's Register Foundation

009122-009130-0165 1/3

N.B.—If this Report is copied by any other person, it must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Ash shoot and plating under same examined and found or now placed in good condition.

Double bottom tanks, fuel oil settling tank which now altered to be used as coal bunker (please see below), and fore & after peak tanks examined internally, found or now placed in good condition, afterwards recoated and Nos.1, 4 & 6 double bottom tanks and fore peak tank tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, and hand gear, pumps, W.T.doors, scuppers, skylights, boats, masts (wedges removed in 1938), rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps & general equipment examined and all found or now placed in good condition.

The shell plating was drilled, gauged and the thicknesses found as stated in the table below.

The whole of the rules requirements for S.S. 2nd No.3 have now been complied with.

S. R. L.:— Stern frame sole piece specially examined, groovings found at E.W.repairs, and the groovings cut out and re-welded.

The E.W.repairs are considered necessary to be specially examined at next docking.

ALTERATIONS:—

The oil fuel settling tanks have now been altered so as to be used as a coal bunker, as shown in the sketch attached:—

THICKNESS OF PLATING ASCERTAINED BY DRILLING,
& COMPARISON OF SAME WITH THE ORIGINAL THICKNESSES.

THE THICKNESSES ARE IN 1/20 OF AN INCH.

STRAKE	FORE END OF Boiler Rm & Bunker			AFTER END OF Engine Room			FORWARD			AFT.		
	Orig- inal	P	S	Orig- inal	P	S	Orig- inal	P	S	Orig- inal	P	S
Bridge Deck Sheer Strake.	14	14	14	--	--	--	--	--	--	--	--	--
Strake Below.	12.8	11.5	12	--	--	--	--	--	--	--	--	--
Upper Deck Sheer Strake	13.2	12.5	12.5	21.2	21	21	9.2	11	11	9.2	12	12
1st Strake Below	13.2	11	11	16.4	16	16	9.2	9	10.5	9.2	10.5	10.5
2nd "	13.2	11.5	10.5	13.2	12	12.5	9.2	10.5	10.5	9.2	7	8
3rd "	13.2	11	11	13.2	12	12	9.2	7	9	9.2	8	8
4th "	13.2	10.5	12	13.2	12.5	12.5	9.2	8	8	9.2	5 (*)	5 (*)
5th "	13.2	12	12	13.2	13	13	9.2	6 (*)	6.5 (*)	9.2	11	11.5
6th "	13.2	13	13	13.2	13	13	9.2	10	10	9.2	7.5	7.5

Plates marked (*) have been renewed. *NA*

0165 2/3

please see the table above.

REPAIRS DUE TO DAMAGE:—

Shell Plates:—

A-6, B-6, C-6, D-4 & E-6 plates found slightly indented and part released and faired in place.

(Continued). *NA*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Ash shoot and plating under same examined and found or now placed in good condition.

Double bottom tanks, fuel oil settling tank which now altered to be used as coal bunker (please see below), and fore & after peak tanks examined internally, found or now placed in good condition, afterwards recoated and Nos.1, 4 & 6 double bottom tanks and fore peak tank tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear,

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.	lbs.		
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
31740-B1	30	2 1/4	91 1/2	127 5/8	76.1.22				Stud Link	Fellows Brother Ltd.	9/3/21. Cradley Heath. S.C. Paul.
(Divided into two, i.e. 15 fms. each).											
Iron Stream Chain (or Steel Wire....)											

EQUIPMENT:-

One length of chain cable found worn to renewal size and one link in one length found split. These 2 lengths (30 fathoms) replaced by new cables, for particulars please see the table above.

REPAIRS DUE TO DAMAGE:-

Shell Plates:-

A-6, B-6, C-6, D-4 & E-6 plates found slightly indented and part released and faired in place.

(Continued). XA

REPAIRS DUE TO DAMAGE:- (Cont.).Bilge Keel:-

Port and Starboard bilge keel found buckled at after ends.

Port Side:- about 35 feet bilge keel plate, 38 feet half round bar and 6 feet shell angle - renewed, and about 27 feet shell angle - faired in place.

Starboard Side:-

About 23 feet bilge keel plate, 24 feet shell angle and 28 feet half round bar - renewed.

On completion, No.5 double bottom tank tested and shell plates in way of repairs hose tested and found tight, afterwards recoated where necessary.

REPAIRS DUE TO WEAR AND TEAR:-Shell Plates:-

C-2, D-1 & F-1 & 2 (From stem) on P & S sides - renewed.

G-2 (from aft) on P & S sides - renewed.

Deck Plates:-Forward Well:-

11 upper deck plates (4-P & 7-S) and 3 upper deck plates between No.1 hatch and forecastle end bulkhead - renewed.

Aft Well:-

14 upper deck plates (7-P & 7-S) and 2 upper deck plates between No.4 hatch and bridge aft end - renewed.

Bridge Deck:-

3 deck plates on port side - renewed.

Second Deck:-

In tween deck bunker, 6 deck plates (3-P & 3-S), 1 deck plate between engine and boiler openings) and 1 stringer plate on starboard side - renewed.

2 deck plates (1-P & 1-S) at aft corners of No.2 hatch - renewed.

2 deck plates (1-P & 1-S) at forward corners of No.4 hatch - doubled.

3 deck plates at aft end of No.4 hatch - part renewed.

Inner Bottom Plates:-

Plates under forward pillars (P & S) in No.1 hold - doubled.

Plates under forward pillars (P & S) in way of No.6 double bottom tank - doubled.

1 margin plate in No.1 hold on port side - part doubled.

Beams &c.:-

11 upper deck beams (buckled) in No.1 hold - faired.

A number of upper deck beam knees (buckled) in No.1 hold - faired.

6 bridge deck beams (wasted) in bunker - part renewed.

Several frame brackets on top of tunnel recess - buckled) - faired.

Hatch Coamings etc:-

Nos.1, 2 (P & S) and No.3 (S) upper deck hatch coaming plates - part doubled.

No.4 tween deck hatch coaming plates (P & S) renewed.

2 shifting beam and 13 beam sockets - renewed.

Ash pipe - 24 feet in length - renewed.

About 760 defective shell rivets - forward - renewed.

Other minor repairs carried out.

S.A.