

Received by Chief Ship Surveyor _____

Received from Chief Ship Surveyor 16 DEC 1925

VESSEL'S NAME St 2 Haruasan Maru Report Kob No. 5034

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, 24/5/22.)

Nature of Survey Part 2nd S.S. No. 3.

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

The thicknesses are in 20 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.		Port.	Std.	Port.	Std.	
SPAR SHEER STRAKE																
Strake below.....																
MAIN SHEER STRAKE	15	14	14	1	1	10	10	10	✓	✓	10	8½	9	1½	1	
1st Strake below IN	13	11	10	2	3	9	9½	9½	✓	✓	9	*6¼	7	2¾	2	
2nd " " OUT	12	10	10	2	2	9	8	8½	1	½	9	*6	7	3	2	to to be renewed (1 plate)
3rd " " IN	11	9½	9½	1½	1½	9	*6	*5½	3	3½	9	*6½	*6¼	2½	2¾	
4th " " OUT	12	10	9½	2	2½	9	7	7	2	2	9	7	8	2	1	Plates at forward & after ends marked * to be doubled (12 plates)
5th " " IN	12	1½	10	½	2	10	8½	9	1½	1	10	9	9½	1	½	
6th " " OUT						10	8½	8½	1½	1½	10	9	8½	1	1½	
7th " " IN						10	*6	*6	4	4	10	8	8½	2	1½	
8th " " "						9	10	9	✓	✓						
9th " " "B"											9	13	13	✓	✓	
KEEL IN.						12	*6	*8	6	4						

*The thicknesses given in these columns should indicate the actual thicknesses at not less than one-fourth the vessel's length from each end.

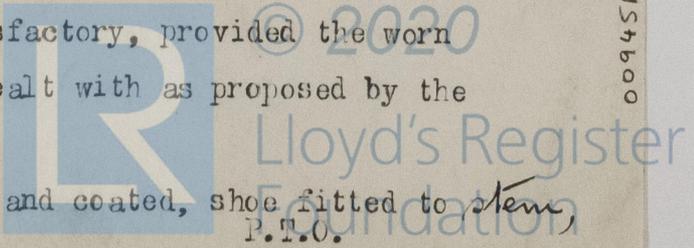
The 2nd s.s. No.3 became due 3-25.

The class is subject to the rudder mainpiece, repaired by electric welding in August 1922, being specially examined at the next dry docking, indented plating faired and stem plating dealt with at the special survey.

The Kobe Surveyors now report the vessel placed in dry dock and the requirements of the special survey partly complied with.

The shell plating has been drilled with results as shown above which might be considered satisfactory, provided the worn plates at forward and after ends be dealt with as proposed by the Surveyors.

The bottom has been cleaned and coated, shoe fitted to stem.



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4 deck plates and a number of side stringer angles renewed, and some repairs effected to bulkheads and in double bottom tanks and in after peak etc.

The rudder mainpiece, which was found grooved where previously welded, has been further repaired by electric welding.

To complete the survey the following remains to be done:-

8 shell plates forward and 4 aft require to be doubled, 1 shell plate aft to be renewed, indented bottom plating on starboard side forward and an indented plate on starboard bow to be faired; chain cables to be re-examined and placed in order (5 lengths found worn to the limit at which they are required to be renewed); 5 bridge deck stringer plates to be doubled and 5 poop deck plates to be renewed; after peak above tank top to be chipped, scaled and recoated; tank top under main boilers, tie plates at sides of 2nd deck hatchway in No.3 hold and angles of wide stringer in side bunkers to be re-examined; a floor in tank under engines and several intercostals under thrust block to be repaired.

The Surveyors further recommend that the centre girder under the main and donkey boilers be permanently repaired and the floors in way re-examined and dealt with as found necessary at the next annual survey and that the rudder mainpiece be again specially examined at the next dry docking.

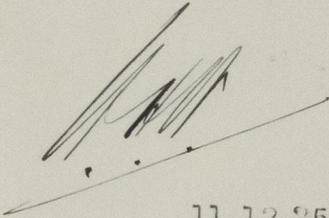
In the Surveyors' opinion, a proposal of the Owners to postpone the completion of the survey until next year merits approval.

It is submitted action might be deferred, subject to the special survey and all repairs being completed before the expiration of the year of grace at the end of March next.

P.T.O.

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The Surveyors should be informed regarding the shell plating.


11.12.25. 

Condition regarding stem plating to be removed from Special Reasons List.



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