

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.

28 JUL 1952

1m,9,48

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME TERITAMA MARU REPORT Kob. No. 701

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

In cases which have to be submitted to 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, 24/5/92.)

Nature of Survey PERIODICAL SPECIAL SURVEY (D) due 4,51 (Ship 27 yrs old)
(Postponement until 4,52 approved)

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

The thicknesses are in hundredths 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.
BRIDGE SHEER STRAKE																
Bridge Strake below																
SHEER STRAKE	L	61	56	59	5	2	52	47	47	5	5	54	47	51	7	3
1st Strake below	K	61	50	60	11	1	50	44	44	6	6	54	47	47	7	7
2nd "	J	61	59	56	2	5	48	44	44	4	4	48	44	44	4	4
3rd "	H	61	59	59	2	2	48	44	44	4	4	48	44	41	4	7
4th "	G	61	59	59	2	2	48	47	47	1	1	61	56	47	5	14
5th "	F	61	61	61	-	-	48	48	44	-	4	48	44	41	4	7
6th (Bilge)	E	61	57	56	4	5										
7th "	D						48	44	48	4		61	60	60	1	1
8th "	C						61	50	59	11	2	50	50	50	-	-
9th "	B						61	59	53	2	2	61	56	56	5	5
10th "																
11th "																
12th "																

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

The class is subject to the shell plating forward being specially examined at the Special Survey.

ACTION is DEFERRED for Special Survey by 4,52.

The KOBE Surveyors now report (4,52), the ship placed in drydock, the requirements of a Special Survey (D) complied with and wear and tear repairs to shell, decks and bulkheads etc. effected.

45 fathoms of chain cable found worn below renewal diameter removed. It is reported that 45 fathoms of chain cable is now on order and will be placed on board at the first opportunity.

The thicknesses of shell plating as ascertained by drilling are shown above and are considered satisfactory.

Lloyd's Register of Shipping
F.T.O.
nd y. Han

012273-012278-0046 1/3

Character Assigned

Deferred for CP 55 (machs)
but assign 3.52 basebo, subject (btm)

assigned, as now verified }
recoated.
engine ar
ash shoots
cleats and
(see repor
, W.T. door
ed), casing
n tanks, de
removed and
3, lining a
ms :-
t, or Y.M.
ate if on Port.)
Dated, Month
Yards, &c.
by e
ion, how ascertain
ate if wedges remov
ment letter
rs, No. of 3E
(State if now-range
length (225)
(on board)
Rule length 270
Locker GOO
rs & Warps S
ng and RMDPRlg
e Register Book co
as classed and to
opinion to
3,52. Su
nd y. Han
Register of Shipp

20m (The

'TERUTAMA MARU'

The ship was converted for the burning of oil fuel, and in this connection cofferdams were fitted in the double bottom as necessary and settling tanks constructed and fitted in the original side bunker space in the boiler room (p & s) all in accordance with the Rules and approved plans.

IT IS SUBMITTED record of docking 3,52 and Notation of 'ss. Sasebo 4,52(Dr)' be assigned, subject to 45 fathoms of chain cable being supplied at the earliest opportunity, but without other condition.

3,52 Sasebo) Subject
ss. Sasebo 4,52(Dr)) Without.

INSERT IN R.B.

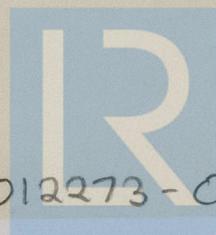
"Fitted for oil fuel 4,52 F.P. above 150 F"

✓ FREEBOARD SURVEYORS TO NOTE. *W. H. R. 1.8.52*

IT IS FURTHER SUBMITTED the Surveyors be informed it is concluded that the shell plating forward was specially examined and dealt with as necessary on account of pitting and grooving at heels of frames as recommended by the Yokohama Surveyor in his report dated 2,52, but this should be confirmed.

X

*GO.
2/7/52*



© 2021

Lloyd's Register
Foundation

012273-012278-0046^{2/2}

Transfer ink