

123 MAR 1938

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME

"TOZAN MARU"

Rpt. KOB.

No. 10616

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.)

of Survey

2nd. S.S. No. 3. due 10,38

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

DECIMALS  
The thicknesses are in  $\frac{1}{100}$  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.	
MELTER OK		F	F													
MAIN SHEER STRAKE .....	.68	.72	.72	-	-	.444	.55	.55	-	-	.444	.50	.50	-	-	
Strake below.....	.62	.70	.70	-	-	.444	.55	.55	-	-	.444	.50	.50	-	-	
MAIN SHEER STRAKE .....	.62	.60	.60	.02	.02	.444	.55	.50	-	-	.444	.42	.35	.07	.09	
Strake below.....	.64	.60	.60	.04	.04	.446	.55	.47	-	-	.46	.37	.42	.09	.04	
"	.64	.60	.60	.04	.04	.446	.47	.40	-	.06	.46	.40	.32	.06	.14	
"	.64	F.57	.60	.07	.04	.446	.35	.40	.11	.06	.46	F.47	.45	-	.01	
"	.64	.60	F.62	.04	.02	.446	F.47	.42	-	.04	.46	.40	F.47	.06	-	
"	.62	F.67	F.62	-	-	.446	.40	.40	.06	.06	.446	F.47	.45	-	.01	
"											.446	F.47	F.47	-	-	
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Drillings at ends made in the vicinity of the peak bulkheads.

The class is subject to shell plates L2 and 3, and M3, port side, and framing in way found indented, being dealt with at the Owners' convenience, to some side scuttle openings in shelter tween deck being placed in order, some wasted ventilators coamings and air and sounding pipes renewed, to top plating of the engine and boiler room casing, wasted and holed being renewed, on the vessel's arrival in Japan, and to shell plate G2, starboard side, E.W. 8,37, being specially examined at the next dry docking.

The Kobe Surveyors now report the vessel placed in dry dock, bottom cleaned and coated and the 2nd S.S.No.3 held,

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(2)

"TOZAN MARU"

except tank side brackets in holds to be further examined and repaired as necessary, and the deck in tonnage well aft to be further examined after the removal of cement.

A shell plate has been renewed and repairs or renewals effected to aft peak tank top, double bottom/<sup>manhole</sup> covers, margin brackets and minor repairs/carried out.

Shell plate H3, port side, slightly indented examined and found efficient, G2, port side, slightly indented and fractured, repaired by E.W. and a doubling fitted, and G2, starboard side, previously E.W. now doubled.

All side scuttles now permanently closed by riveted steel plates, ventilators and coamings repaired, air and sounding pipes to Nos. 1, 2, 4 and 5 <sup>double</sup> ~~side~~ bottom tanks renewed, and casing top renewed.

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

It is submitted the vessel appears worthy to remain as classed with record of survey 2,38, without special condition.

100A1  
Shltr. dk. with fbd. } Without etc.  
2,38 Kob.

L<sub>2</sub> L<sub>3</sub> & M<sub>3</sub> as per Ams Rpt 14163

The Kobe Surveyors should be informed it is concluded the indented plating has ~~now~~ been dealt with and that the special condition regarding this plating may now be deleted, but this should be confirmed.

as necessary

19.3.38

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W531-0291 1/2

SS. PARTLY HELD.

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