

Subject to vessel being placed in drydock & a bolt on starboard side being replaced by a rivet on vessels return to Japan 2

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

12 FEB 1926

SEL'S NAME *S.S. HORAI SAN MARU* Rpt. *Kob* No. *5093*

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, 24/5/92.)

re of Survey

1st S.S. No. 2

The *1st* S.S. No. 2 has now been held, and the following repairs done due to wear and tear:- Vessel placed in drydock. Bottoms coated, bolt on starboard side replaced by a rivet. Same margin ^{40% 2.76} *lugs* inside, tanks renewed or rivetted as necessary, fractured shell plate doubled & minor repairs.

Alterations. Deep tank fitted for carrying oil fuel as cargo & additional stiffening fitted

Deep tank cleaned & deep tank & double bottom tank in way tested with a view to carrying beam oil in deep tank

It is submitted the vessel is worthy to remain as classed, with record of Survey *13. 75* and notation of S.S. *40 2. 75* as recommended. *without special condition*

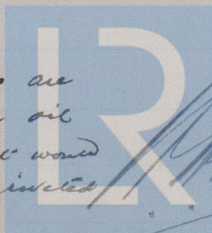
100 A.1

13. 75 Kob

S.S. Kob 40 2. 75

Without 75.

is presumed the arrangements made by the owner are that the tanks will always be full when loading an oil as otherwise in addition to extra strengthening, it would be necessary for the bolts & seams of plating to be double riveted



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