

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27/6/39 When handed in at Local Office 29/6/39 Part of Kobe.

No. in Survey held at Osaka.

Reg. Book.

Date, First Survey 1/5/39 Last Survey 16/9/39

(No. of Visits Thirteen.)

16/9/39

72098 on the ~~Steel~~ S/S "CHERIBON MARU".

TONNAGE:—

GROSS 4016

UNDER DK. 3476

NET 2503

Built at Kobe.

By whom Mitsubishi Zosen Kaisha, Ltd. When 1921

Owners Nanyo Kaiun Kabushiki Kaisha.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Tokyo.

Surveyed Afloat or in Dry Dock? Both Name of Dock Huzinagata Dock. Destined Voyage

WB=Cell DBor DBa 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. 2759 Port

(Periodical surveys, when held, must be reported in detail and scrutiny 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY No. 1 & DAMAGE stated to have been caused by (1) stranding on CAGAYAN Island (Philippin Island), on the 15th January, 1939, whilst on a voyage from Keelung (Formosa) to Smarrang (Netherland Indies), (2) Flooding in engine and boiler spaces, bunkers and holds subsequent to stranding and (3) Salvage operation. For further particulars please see Kobe Damage Report dated 26th June 1939. Copy of which is attached herewith.

NOW DONE:— vessel placed in dry dock. Hull, bottom, rudder (lifted), 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. (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	16	—	5	12	—	—	—	As RPT.
PARTLY RENEWED	—	30	1	3	—	—	—	
Removed and Fair or Repaired	4	—	—	1	—	3	—	
Fair or Repaired in place	23	23	—	6	—	2	—	

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.	Dblng. Plates under Sounding Pipes	"	(State if on Felt).	—
Coamings	"	Bulkheads	Good	Engine Room Skylights	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Outside Plating	"	Cement or Plaster	"	Oil Bunkers	—	Masts, Yards, &c.	"
" " in way of sidelights	"	(State which.)	"	Scuppers	Good	Condition, how ascertained	From aloft.
Breasthooks	"	Rudder	Good	Cargo Hatchways	"	(State if wedges removed)	—
Transoms	"	Steering gear and its connections	"	Hatches	"	Sails	—
Frames	"	Windlass	"	Planking of Wood Vessels	—	Equipment letter	W
Reverse Frames	"	Have pumps now been examined and found efficient?	Yes.	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
Longitudinals	—	Have Sluice Valves now been examined and found efficient?	—	Treenails	ditto	Chain Locker	Good
Transverses	—	Have Watertight Doors now been examined and found efficient?	Yes.	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes.
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Transoms Pointers, & Crutches	ditto	" length 270 fms. mean diam.	1-28/32"
Keelsons	"			Timbers of Frame at openings	ditto	" (on board)	2-1/16"
Stringers	"			Ditto Ditto at other places	ditto	" Rule length 270 fms. size	2-1/16"
Inner Bottom Plating	"			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good
				Salting	ditto	Standing and Running Rigging	"
				(State if examined.)			

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 ptND24, &c."

This vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 6,39 and the Notation of S.S.Osa.No.1-39.

Survey Fee (per Section 20) Yen 150.00

Special Damage or Repair Fee (if any) Yen 1,300.00

Travelling Expenses (if chargeable) Yen 102.00

(Including Machinery).

Second Surveyor's Fee (if any)

Fees applied for,

12 July 1939

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100 A1

S.S. No. 1-39 + Lmc 6.39

CERTIFICATE WRITTEN

Lloyd's Register Foundation

005524-005536-0290

If Stockless, state Mechanical Tests

(continued).

In No.1 Double Bottom Tank:- (Cont.)

1 vertical angle renewed and 6 vertical angles - removed, faired & refitted.

Port Side.

2 solid floor plates (F.Nos.122 & 123) removed, faired and refitted.

1 solid floor plate (F.No.121) faired in place.

7 solid floor bottom double angles (F. Nos.111 to 114 and 121 and 123)- faired in place.

Starboard Side.

1 solid floor/plate (F.No.118) removed, faired and refitted and 5 floor plates (F.Nos.119, 120, 121, 122 & 123) renewed.

2 bottom double angles (F.Nos.118 and 119) removed, faired and refitted and 4 bottom double angles (F. Nos.120, 121, 122 & 123)- renewed.

In No.2 Double Bottom Tank:-Starboard Side:-

1 floor plate (F.No.82) with top angle - partly renewed and 2 floor plates (F. Nos.78 and 84) faired in place.

5 floor bottom angles (F.Nos.78, 80, 82, 84 and 86) faired in place.

1 skeleton floor bottom bulb angle (F.No.77) removed, faired and refitted and 4 skeleton floor bottom bulb angles (F.Nos.79, 81, 83, and 85) faired in place.

Side girder plates, 4 frame spaces - faired in place and 4 bottom angles in way - removed, faired and refitted.

In No.3 Double Bottom Tank:-Port Side.

3 floor bottom angles (F.Nos.57, 58, and 59) - faired in place.

Starboard Side.

1 floor plate (F.No.59) - faired in place.

6 floor bottom angles (F.Nos.53, 54, 58, 59, 61 and 62) faired in place.

In No.4 Double Bottom Tank.Port Side.Floors:-

3 floor plates (F.Nos.40, 42 & 46) renewed.

2 floor plates (F.Nos.38 & 44)-part renewed and part removed, faired and refitted.

4 floor plates (F.Nos.36, 48, 49 and 50) - faired in place.

1 skeleton floor bracket plate (F.No.39) renewed and 4 skeleton floor bracket plates (F.Nos.37, 41, 43 and 45) removed, faired and refitted.

1 W.T.floor plate in way of bilge (F.No.51) removed, faired & refitted.

5 floor bottom angles (F.Nos.38, 40, 42, 44 & 46) removed, faired & refitted.

6 floor bottom angles (F.Nos.32, 34, 36, 48, 49 and 50)-faired in place.

6 bracket floor top and bottom bulb angles (F.Nos.37, 39, 41, 43, 45 and 47) removed, faired and refitted.

5 floor top angles (F.Nos.38, 40, 42, 44 and 46) renewed.

4 floor vertical angle stiffeners (F.Nos.38, 40, 42 and 46) renewed.

9 bracket floor vertical stiffeners (B.A.) (F.Nos.39, 41, 43, 45, & 47)- removed, faired and refitted. (i.e. 1 for No.47 & 2 for others).

11 margin plate vertical angles attaching to floor plates (F.Nos.36 to 46)- removed, faired and refitted.

(continued).

H.A.

Side Girders:-

3 inner side girder plates - renewed, 2 girder plates - removed, faired and refitted and 1 girder plate - faired in place. (between F.Nos.38 to 49).

3 outer side girder plates renewed, 1 girder plate removed, faired and refitted and 1 girder plate - faired in place.

12 side girder bottom angles in way - renewed.

12 side girder top angles, in way, renewed.

12 side girder vertical angles, in way, renewed.

6 side girder bottom angles, in way, removed, faired and refitted.

Starboard Side.

1 floor bottom angle (F.No.38) faired in place.

1 skeleton floor bottom bulb angle (F.No.39) faired in place.

In Fore Peak Hold:-

3 intercostal plates, 5 vertical angles and 1 top angle - renewed, in way of centre girder.

3 B.A. main frames, (F.Nos.125, 126 and 127), on port side - cropped, partly renewed with suitable butt straps.

2 B.A. main frames (F. Nos.125 and 126), on starboard side - cropped, partly renewed with suitable butt straps.

1 B.A. main frame (F.No.127) on starboard side - partly cropped, removed, faired and refitted with suitable butt strap.

2 B.A. main frames (F. Nos.128 - P & S) faired in place.

3 deep floor plates (F. Nos.125, 126 and 127) renewed.

1 collision bulkhead plate - starboard side - cropped and part renewed.

1 boundary angle for the above, - cropped and part renewed.

In No.1 Hold :-Port Side.

8 main frames (F.Nos.97 to 104) cropped, part renewed with suitable butt straps.

6 main frames (F.Nos.105 to 110) - faired in place.

8 margin bracket plates (F.Nos.97 to 104) renewed; 2 vertical angles renewed; 6 vertical angles - removed, faired and refitted.

1 margin plate - renewed.

1 margin angle, in way, renewed.

Starboard Side.

2 margin brackets (F.Nos.119 and 120) renewed.

In No.2 Hold:-Port Side.

8 main frames (F.Nos.88 to 95) - cropped, part renewed with suitable butt straps.

8 margin bracket plates (F.Nos.88 to 95) renewed; all vertical angles - removed, faired and refitted.

1 front bulkhead plate - cropped and partly renewed.

1 boundary angle, for the above - cropped and partly renewed.

Starboard Side.

4 main frames (F.Nos.80 to 83) - faired in place.

(continued).

In No.3 Hold :- (Port Side).

9 main frames (F.Nos.37 to 45) cropped and part renewed with suitable butt straps.

9 main frames (F. Nos.33 to 36) and 46 to 50) faired in place.

18 margin brackets (F. Nos.33 to 50) - renewed.

2 margin plates renewed and margin angle removed, faired and refitted.

10 margin plate vertical angles renewed, 6 vertical angles removed, faired and refitted and 2 vertical angles faired in place.

9 gusset angles renewed.

3 inner bottom plates removed, faired and refitted and 2 plates faired in place.

In No.4 Hold:- Port Side.

2 main frames - faired in place.

1 boiler frontbulkhead W.T.doors - renewed.

2 boiler frontbulkhead W.T.doors - removed, faired and refitted.

SALVAGE DAMAGE:-

No.1 life boat - renewed.

Nos.2 & 3 lift boats with equipment - renewed.

One Japanese Temma - renewed.

Starboard gangway ladder - repaired as necessary.

6 awning spars - renewed.

1 boat davit chock - repaired as necessary.

stanchions and hand rails on saloon deck - repaired as necessary.

1 iron stay for gangway ladder platform - repaired.

1 scupper cover in galley - repaired.

3 skylight glasses of 3rd Class cabin renewed and frame repaired as necessary.

1 deck glass on fireman's room - renewed.

Cables ranged and found in good condition.

GENERAL:-

Rudder lifted and found in order.

Engine telegraph, wiring and wood cover overhauled, examined and repaired as found necessary.

1 engine room clock repaired.

Anihilater pipes and connections in holds, tween deck and bunker cleaned, examined and repaired as found necessary.

Fire detector pipes and connections removed, examined and repaired as found necessary.

Tank top ceiling, limbers & side sparing in all holds repaired or renewed as found necessary.

Deck fitting and running stores stated used for salvage operations - now supplied, please see copy of Damage Report.

All hold spaces, fore and after peaks, coal bunkers, engine and boiler spaces and shaft tunnel including bilge and tank top cleaned and recoated.

All bilge piping and rose boxes cleaned, examined and repaired as found necessary.

(continued).

All double bottom tanks examined internally, cleaned, and recoated and tested as per rules and found tight.

All removals to effect repairs replaced in good order.

All new and repaired parts recoated.

Repaired parts of shell plating and weather deck hose tested and tight. 6A.