

# 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 Reg. Book. Survey held at Osaka. Date, First Survey 1/5/39 Last Survey 16/9/1939  
(No. of Visits Thirteen.)

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

TONNAGE:— Built at Kobe. By whom Mitsubishi Zosen Kaisha, Ltd. When 1921  
GROSS 4016 Owners Nanyo Kaiun Kabushiki Kaisha. Owners' Address  
UNDER DK. 3476 Managers Port belonging to Tokyo.  
NET 2503

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

WB=CellDBorDBa 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 Man

(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 summarized 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

CHARACTER: * for Special Survey, Date of last survey and of Periodical Surveys.	Year Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 10.38		*LMC 10.38 TS(OG) 1.38

SSOSA No. 3-11.35.  
Society's Freeboard (if assigned) as painted on Ship and now verified

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	4	30	1	3	---	---	---	
Removed and Faired or Repaired	---	---	---	11	---	3	---	
Faired or Repaired in place	23	23	---	6	---	2	---	

### PRESENT CONDITION OF THE

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

### 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) £

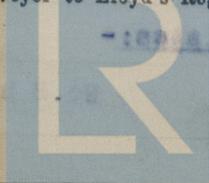
Fees applied for, 12 July 1939  
Received by me, H. A.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 28 JUL 1939

Character Assigned 100 A1  
S.S. No. 1-39 + Lmc 6.39



Lloyd's Register Foundation

05524-05536-0290

20 JUL 1939

If so, in the Report sent here, or when will it be sent?

10m.12.36.—Transfer Ink. (The Surveyors are requested not to write on or below the space reserved for the Committee's Minute.)

Is Certificate required? If so, to be sent to

Lining on ship's removed in way of sidelights and plating in way of same examined and found in good condition.

Ash shoots and plating under same examined and found or now placed in good condition.

Double bottom tanks, fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested by a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes,

plates under sounding pipes, windlass, steering engine, rods, chains, sheaves, and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (with deck angles), spars, rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

The whole of the rules requirements for S.S. 2nd No. 1 have now been complied with.

**REPAIRS DUE TO WEAR AND TEAR:-**

**Frames:-**

- 6 main frames in reserve bunker tween deck (1 P & 5 S) renewed.
- 2 main frames in side bunker tween deck (P - 1 & S - 1) renewed.
- 11 reverse frames in reserve bunker hold and tween deck (P 6 & S 5) - renewed.
- 7 reverse frames in side bunker hold and tween deck (P 4 & S 3) renewed.
- 24 - 2nd deck beam knees in bunkers (P 12 & S 12) renewed.
- 13 upper deck beam knees in bunker (P 4 & S 9) renewed.

**Margin Brackets:-**

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

**ANCHORS.**

Number of Certificate.	Anchors #	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower ...													
	2nd "													
	3rd "													
	Collective Weight.													
	Stream .....													
	Kedge.....													

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

**No. 1 Hold:-** 1 margin bracket renewed on port side.  
8 margin brackets (P 3 & S 5) fitted additional angles to frames.  
5 gusset angles (P 4 & S 1) renewed.

**No. 2 Hold:-** 6 margin brackets (P 3 & S 3) renewed.

**No. 3 Hold:-** 4 margin brackets on starboard side - renewed.

**No. 4 Hold:-** 14 margin brackets (P 5 & S 9) renewed.

2 gusset angles on starboard side - renewed.

**Bulkhead Plates:-**

No. 2 hold aft screen bulkhead - 5 plates (P 1 & S 4) partly renewed. (P.T.O.)

**Bulkhead Plates:- (Cont).**

Boiler front W.T. bulkhead - 2 plates (P 1 & S 1) partly renewed.  
3 stiffeners renewed.

Engine room aft W.T. Bulkhead - 1 plate on port side - partly renewed.

**Tank top plates:-**

3 aft peak tank top plates - renewed.

2 No. 5 double bottom tank top plates - renewed.

Other minor repairs carried out.

**DAMAGE REPAIRS:-**

All temporary repairs dismantled to effect permanent repairs.

**STEM BAR:-**

Lower section of stem bar removed, faired and refitted;

stem shoe and 2 heel pieces renewed.

**Shell Plating:- (Numbered from aft.)**

**Keel plates:-** Nos. 15 and 16 - renewed.

**Port Side:-**

B strake-No. 3, C strake-No. 2, D-strake Nos. 5, 11, 12, 14 & 15 and E-strake Nos. 6, 11, 12 & 13 - renewed.

**Starboard Side:-**

A-strake No. 14 and D-strake Nos. 13 & 14 - renewed.

**On Port Side:-**

A strake No. 6 - removed, faired and refitted.

**on Starboard side:-**

C-strake No. 6 and D-strake Nos. 9 & 15 - removed, faired and refitted.

**on Port Side:-**

A-strake Nos. 5, 7 & 14, B-strake Nos. 4, 5 & 10, D-strake Nos. 3, 4, 6, 10 & 13, and E-strake Nos. 5, 7 & 9 - faired in place.

**On Starboard Side:-**

A-strake Nos. 5 & 9, B-strake Nos. 3 & 4, C-strake No. 4, D-strake Nos. 7, 8 and 12 and E-strake No. 10 - faired in place.

**BILGE KEEL, Port Side.**

**Shell angle:-** about 100 feet in length renewed.

**Keel plate:-** about 40 feet in length renewed and about 65 feet in length - removed, faired and refitted.

**Half round bar:-** About 40 feet in length renewed and about 65 feet in length removed, faired and refitted.

**BILGE KEEL, Starboard Side:-**

**Shell angle :-** about 26 feet in length faired in place.

**Keel plate:-** about 26 feet in length removed, faired and refitted and about 6 feet in length faired in place.

**Half round bar:-** about 28 feet in length removed, faired and refitted.

**INTERNAL DAMAGES:-**

**In No. 1 Double Bottom Tank:-**

centre All girder plates renewed, between 8 frame spaces.

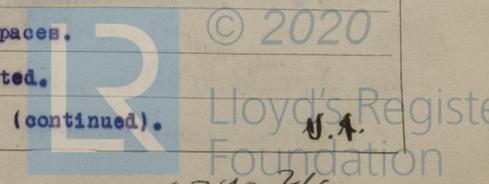
Port side keel angle removed, faired & refitted.

Starboard side keel angle - renewed.

(continued).

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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/<sup>plate</sup>(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).

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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*



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