

C O P Y

Lloyd's Register of Shipping.

Port Kobe.

26th June 1939.

This is to Certify that

S. Arima,

the undersigned Surveyor to this Society did at the request of

Messrs. Nanyo Kaifu Kabusiki Kaisha, survey the

s/s "CHERIBON MARU", 4016 tons gross, of Tokyo,

on the 1st May, 1939, and subsequently, whilst the vessel lay afloat and in dry dock at Messrs. Huzinagata Dockyard Co., Ltd., Osaka, for the purpose of ascertaining the nature and extent of 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 see Log Books.

The undersigned upon examination,

FOUND

RECOMMENDED

All temporary repairs to be dismantled to effect permanent repairs.

STEM BAR:-

Stem bar lower part, slightly set up.

Lower section of stem bar to be removed, faired and refitted: Stem shoe and 2 heel pieces to be renewed.

(continued).

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the Committees of the Society use their best endeavours to ensure that the functions of the Society are
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Continuation of Damage Report on the S/s "ONERIBON MARU",
Kobe, 26th June, 1939.

FOUND

RECOMMENDED

The following shell plates, numbered from aft, were found badly buckled and/or torn.

Keel Plates.

Nos.15 and 16.

To be renewed.

On Port Side.

B strake, No.3.

To be renewed.

C strake, No.2.

To be renewed.

D strake, Nos.3, 11, 12, 14 & 15.

To be renewed.

E strake, Nos.6, 11, 12 & 13.

To be renewed.

On Starboard Side.

A strake, No.14.

To be renewed.

B strake, Nos.13 & 14.

To be renewed.

The following shell plates buckled and/or indented.

On Port Side.

A strake, No.6.

To be removed, faired & refitted.

On Starboard side.

C strake, No.6.

To be removed, faired & refitted.

D strake, Nos.9 & 15.

To be removed, faired & refitted.

The following shell plates locally indented.

On Port Side.

A strake, Nos.5, 7 & 14.

To be faired in place.

B strake, Nos.4, 5 & 10.

To be faired in place.

C strake, Nos.3, 4, 6, 10 & 13.

To be faired in place.

D strake, Nos.5, 7 & 9.

To be faired in place.

On Starboard Side.

A strake, Nos.5 & 9.

To be faired in place.

B strake, Nos.3 & 4.

To be faired in place.

(continued).

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Continuation of Damage Report on the S/s "CHERIBON MARU",
Kobe, 26th June, 1939.

FOUND

RECOMMENDED

Starboard side. (Cont.)

Strake. No.4.

To be faired in place.

Strake. Nos.7, 8 & 12.

To be faired in place.

Strake. No.10.

To be faired in place.

PORT KEEL, Port side.

Keel buckled in 3 places.

Shell angle:- about 100 feet in length to be renewed.

Keel plate:- about 40 feet in length to be renewed and about 65 feet in length to be removed, faired and refitted. ^{feet}

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

PORT KEEL, starboard side.

Keel buckled at forward.

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

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

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

INTERNAL DAMAGES.

No.1 Double Bottom Tank.

Fore girder, buckled between same spaces.

All girder plates to be renewed;
Port side keel angle to be removed, faired and refitted;
Starboard side keel angle to be renewed.

1 vertical angle to be renewed,
6 vertical angles to be removed, faired and refitted.

Starboard side.

Mid floor plates (P.Nos.121 to 123), buckled.

2 floor plates to be removed, faired and refitted.

1 floor plate (P.No.121) to be faired in place.

Mid floor bottom double angles (Nos.111 to 114 & 121 to 123), badly distorted.

To be faired in place.

(continued).

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Continuation of Damage Report on the S/S "CHERIBON MARU",
Kobe, 26th June, 1939.

FOUND

RECOMMENDED

ward side.

1 floor plate (F.No. 118 to 119) buckled.

1 floor plate (F.No. 118) to be removed, faired and refitted; and the remaining 5 floor plates to be renewed.
2 bottom double angles (F.No. 118 and 119) to be removed, faired & refitted, and the remaining 4 bottom double angles to be renewed.

2 Double Bottom Tank.

ward side.

1 floor plates (F.No. 78, 84), buckled.

1 floor plate (F.No. 82) with top angle to be partly renewed and the remaining 2 floor plates to be faired in place.

1 floor bottom angles (F.No. 78, 80, 82, 84 and 86), slightly distorted.

To be faired in place.

1 bottom floor bottom bulb (F.No. 77, 79, 81, 83), slightly distorted.

1 bottom angle (F.No. 77) to be removed, faired and refitted and the remaining 4 bottom angles to be faired in place.

1 girder, buckled between 2 spaces.

Girder plates to be faired in place; 4 bottom angles in way to be removed, faired and refitted.

3 Double Bottom Tank.

1 side.

1 floor bottom angles (F.No. 57, 58 & 59), slightly distorted.

To be faired in place.

ward side.

1 floor plate (F.No. 59), badly buckled.

To be faired in place.

1 floor bottom angles (F.No. 53, 54, 58, 59, 61 and 62), slightly set up.

To be faired in place.

4 Double Bottom Tank.

1 side.

1 floor plates (F.No. 40 to 43), badly buckled.

To be renewed.

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Continuation of Damage Report on the S/S "CHERIBON MARU"
Kobe, 26th June, 1939.

FOUND

RECOMMENDED

side.

ers:- (Cont.)

solid floor plates (F.Nos.38, 44), buckled.

To be part renewed and part removed, faired and refitted.

solid floor plates (F.Nos.36, 49 & 50), slightly buckled.

To be faired in place.

keleton floor bracket plates. Nos.37, 39, 41, 43 & 45),

No.39 bracket plate to be renewed, and the remaining 4 bracket plates to be removed, faired and refitted.

floor plate in way of (F.No.51), buckled.

To be removed, faired and refitted.

solid floor bottom angles (F.Nos. 40, 42, 44 & 46), distorted.

To be removed, faired and refitted.

solid floor bottom angles, Nos.32, 34, 36, 48, 49 and slightly set up.

To be faired in place.

bracket floor top and bottom angles (F.Nos.37, 39, 41, 43, and 47), distorted.

To be removed, faired and refitted.

solid floor top angles (F.Nos. 40, 42, 44 & 46), badly

To be renewed.

solid floor vertical angle stiffeners (F.Nos.38, 40, 42 and buckled.

To be renewed.

bracket floor vertical stiffeners (F.Nos.39, 41, 43, 45 & 47) No.47 & 2 for others) buckled.

To be removed, faired and refitted.

margin plate vertical angles (F.Nos. 40, 42, 44 & 46), buckled.

To be removed, faired and refitted.

Girders:-

side girder plates, between F.No.38 to 49.

3 girder plates to be renewed,
2 girder plates to be removed, faired and refitted;
1 girder plate to be faired in place.

side girder plates, between F.Nos.36 to 46.

3 girder plates to be renewed,
1 girder plate to be removed, faired and refitted;
1 girder plate to be faired in place.

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Continuation of Damage Report on the S/S "CHERIBON MARU",
Kobe, 26th June 1939.

FOUND

RECOMMENDED

Findings:- (Cont.)

the girder bottom angles, in distorted.	To be renewed.
the girder top angles, in distorted.	To be renewed.
the girder vertical angles, in distorted.	To be renewed.
the girder bottom angles, in buckled.	To be removed, faired and refitted.
and side.	
A floor bottom angle (F.No. slightly set up.	To be faired in place.
the floor bottom bulb (F.No. 39), slightly set up.	To be faired in place.
<u>Peak Hold:-</u>	
the girder, badly buckled three frame spaces.	3 intercostal plates, 5 vertical angles and 1 top angle to be renewed.
the main frames, badly buckled, 125, 126 and 127 on port Nos. 125 & 126 on starboard	To be cropped, partly renewed with suitable butt straps.
the main frame (F.No. 127 on starboard side), buckled.	To be partly cropped, removed, faired and refitted with suitable butt strap.
the main frames (F.Nos. 128 on starboard side), slightly buckled.	To be faired in place.
the floor plates (F.Nos. 125, 126, 127), buckled.	To be renewed.
the division bulkhead plate, buckled starboard side.	To be cropped and part renewed.
the secondary angle for the above.	To be cropped and part renewed.

Hold:-

the frames (F.Nos. 97 to 104), at bilge.	To be cropped, part renewed with suitable butt straps.
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Continuation of Damage Report on the S/S "CHERIBON MARU",
Kobe, 26th June, 1939.

FOUNDRECOMMENDEDNo. 1 Hold:-Starboard side. (Cont.)

Main frames (P.Nos. 105 to 110),
slightly buckled at bilge.

To be faired in place.

Margin brackets (P.Nos. 97 to
100), badly buckled.

All bracket plates to be renewed;
2 vertical angles to be renewed,
6 vertical angles to be removed,
faired and refitted.

Margin plate, badly buckled.

To be renewed.

Margin angle, in way, buckled.

To be renewed.

Starboard side.

Margin brackets (P.Nos. 119 and
120), buckled.

To be renewed.

No. 2 Hold:-Starboard side.

Main frames (P.Nos. 88 to 95),
slightly buckled at bilge.

To be cropped, part renewed with
suitable butt straps.

Margin brackets (P.Nos. 88 to 95),
buckled.

All bracket plates to be renewed;
All vertical angles to be removed,
faired and refitted.

Front bulkhead plate, buckled.

To be cropped and partly renewed.

Boundary angle, for the above,
buckled.

To be cropped and partly renewed.

Starboard side.

Main frames (P.Nos. 80 to 83),
slightly set in.

To be faired in place.

No. 3 Hold:-Starboard side.

Main frames (P.Nos. 37 to 45),
slightly buckled at bilge.

To be cropped and part renewed with
suitable butt straps.

Main frames (P.Nos. 33 to 36 and
37), slightly buckled at
bilge.

To be faired in place.

Margin brackets (P. Nos. 33 to
36), badly buckled.

To be renewed.

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Continuation of Damage Report on the S/S "CHERIBON MARU".
Kobe, 26th June, 1939.

FOUND	RECOMMENDED
1. L. 3 Hold:-	
Starboard side:- (Cont.).	
Margin plates with margin angle, slightly buckled.	Margin plate to be renewed; Margin angle to be removed, faired and refitted.
Margin plate vertical angles hanging to margin brackets, bad.	10 vertical angles to be renewed; 6 vertical angles to be removed, faired and refitted and 2 vertical angles to be faired in place.
Margin angles, buckled.	To be renewed.
Bottom plates, buckled.	3 plates to be removed, faired and refitted; 2 plates to be faired in place.
2. S. 3 Hold:-	
Starboard side.	
Frames, slightly set in.	To be faired in place.
Starboard front bulkhead, W.T. door, slightly damaged.	To be renewed.
Starboard front bulkhead W.T. doors.	To be removed, faired and refitted.
3. DAMAGE:-	
Life boat, lost.	To be renewed.
3 life boats with equipment badly damaged.	To be renewed.
Japanese Tenna, lost.	To be renewed.
Starboard Gangway ladder, damaged.	To be repaired as necessary.
Starboard spars, broken.	To be renewed.
Starboard davit chock, damaged.	To be repaired as necessary.
Starboard one and hand rails on davit chock, bent.	To be repaired as necessary.
Starboard stay for gangway ladder bent.	To be repaired.
Starboard slipper cover in galley, damaged.	To be repaired.

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Continuation of Damage Report on the s/s "CHERIBON MARU",
Kobe, 26th June 1939.

FOUND

FACE DAMAGE:-

skylight glasses of 3rd class
in, broken and frames, bent.

deck glass on fireman's room,
ken.

RECOMMENDED

To be renewed, the frame to be
repaired as necessary.

To be renewed.

Cables to be ranged and repaired
if necessary.

ALSO RECOMMENDED

Rudder to be lifted.

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

1 engine room clock to be repaired.

Annihilator pipes and connections
in holds, tween deck and bunker
to be cleaned, examined and repaired
if necessary.

Fire detector pipes and connections
to be removed, examined and
repaired if necessary.

Tank top ceiling, limbers and side
sparing in all holds to be repaired
or renewed as necessary.

Deck fitting and running stores
as per list stated used for salvage
operations to be supplied.

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

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

All double bottom tanks to be examined internally, cleaned
recoated and tested.

All removals to effect repairs to be replaced in good order.

All new and repaired parts to be recoated.

Repaired parts of shell plating and weather deck to be hose
cleaned.

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Continuation of Damage Report on the S/S "CHERIBON MARU",
Kobe, 26th June 1939.

INJURY DAMAGE.

FOUND

RECOMMENDED

ofis for main engine,
tly corroded.

cylinder wall, slightly
ded.

slide valve, slightly
ded.

engine stop valve seat and
the valve seat, cracked.

ain bearing metals, scored.

crank pin brass, scored.

ain engine cylinder lagging,
ed by sea water.

shaft oil gland.

and Auxiliary condensers.

Engine:-

shaft bearings, scored.

and slide rods, slightly
led.

for valve & seat, gears,
led.

All temporary repairs to be
dismantled to effect permanent
repairs.

Main Engine to be opened up, cleaned
and examined.

All shafting to be removed and
linement adjusted.

Tail shaft to be drawn for examina-
tion.

All holding down bolts to be tested
and hardened up.

All sea cocks and valves to be
opened up, cleaned and examined.

To be skimmed up, and rebushed as
found necessary.

To be bored out and packing rings
be renewed.

To be repaired as necessary and
refaced up.

To be renewed; valve chest to be
tested.

To be remetaled as necessary.

To be remetaled.

To be renewed.

Oil pump and piping to be removed,
examined and tested.
Oil gland to be tested and repaired
as necessary.

All tubes to be removed, cleaned,
and tested.

All auxiliaries to be opened up
and examined.

To be remetaled and faced up.

To be skimmed up and rebushed.

To be renewed as necessary.

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Continuation of Damage Report on the S/S "CHERIBON MARU".
Kobe, 26th June, 1939.

FOUND

RECOMMENDED

Centrifugal pump:-

Piston and slide rods, corroded.

Piston rod to be skimmed up, slide rod and both bushes to be renewed.

Last Pump:-

Steam and water cylinders, corroded.

To be bored out, piston and bucket rings to be renewed.

All auxiliary machinery lagging to be renewed.

Refrigerating machinery with auxiliaries to be opened up, cleaned and examined.

Windlass, winches and ash hoisting engine to be overhauled, examined and repaired as found necessary.

Forced draught fan engine air trunk to be cleaned and recoated.

Boilers:-

Two Main Boilers with mountings and fittings to be cleaned and examined, afterwards to be tested by hydraulic pressure to 1½ x working pressure.

Smoke box doors, buckled.

To be overhauled, repaired and refitted.

All boiler lagging to be renewed.

All main and auxiliary steam pipes to be tested.

All main and auxiliary feed pipes to be tested.

All steam and feed copper pipes to be annealed before testing.

All pipe lagging to be renewed.

All safety valve springs to be tested.

All pressure gauges in engine and boiler rooms to be tested and renewed as found necessary.

Electric wiring and fittings in engine and boiler rooms and on deck, damaged by water.

To be tested, repaired or renewed as found necessary.

Switchboard and fittings, damaged by water.

To be tested, repaired or renewed as found necessary.

Base armature for 15 H.P., damaged by water.

To be rewound; carbon brushes and holder to be renewed.

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Continuation of Damage Report on the S/S "CHERIBON MARU",
Kobe, 26th June, 1939.

FOUND

RECOMMENDED

Electric motor for refrigerating
machinery, damaged by water.

To be rewound and tested.

Spare gears, tools and running
as per list stated to
be damaged or lost.

To be supplied.

All spare gear to be cleaned,
examined and placed in good order.

Stores and tools to be cleaned and
placed in order.

Engine and Boiler Room spaces to be
cleaned and recoated.

Engine and boiler room bilges,
struts and connections to be cleaned,
examined and tested.

Engine and boiler room floor plates
to be cleaned and placed in good
order.

All removals for access to effect repairs to be replaced in
order.

Main and auxiliary machinery to be tried under working
conditions on completion of repairs.

The foregoing recommendations, were made in order to place
vessel in as good a condition as before the damage was sustained,
have now been carried out to my satisfaction.

.....Yen 2,300:00

.....Yen 90:00

B. A. ...

SURVEYOR TO LLOYD'S REGISTER.



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Continuation of Damage Report on the S/S "CHENIBON MARU",
Kobe, 26th June 1939.

List of Fittings and Running Store to be Supplied.

Following articles stated to have been damaged or lost during
stevedoring operation.

DEPARTMENT:-

Three (3) snatch blocks.
One (1) gangway ladder.
One (1) wooden snatch block.
Two (2) pieces fire hose couplings.
Four (4) pieces painting stages.
Five hundred fifty feet (550) stage rope.
Five (5) sets boat davit fall $3\frac{1}{2}$ " Manila rope.
Two (2) sets watch tackle 2" Manila rope.
One (1) set Tanna fall ($3\frac{3}{4}$ " Manila Rope).
Three-fourth ($\frac{3}{4}$ ") coil derrick guy tackle. $2\frac{1}{2}$ " Manila rope.
One hundred fifty feet (150) electric wire.
One (1) coil cargo wire $2\frac{1}{2}$ ".
Twelve (12) pieces cargo shackles. 1".
Ten (10) pieces cargo shackles. $\frac{7}{8}$ ".
One (1) lashing rope. $2\frac{1}{2}$ " in coil.
Three (3) pieces iron hammers, medium size.
One (1) 16" flat file.
One (1) $1\frac{1}{2}$ lbs. hand hammer.
Two (2) pieces double ended spanner. $5\frac{1}{8}$ " and $\frac{5}{8}$ ".
Two (2) pieces spanner. $5\frac{1}{8}$ ".
Sixty (60) feet $1\frac{1}{2}$ " Manila rope.
Two (2) pieces caulking tool.
Four (4) pieces chisels.
One (1) piece 5 lbs. iron hammer.
One (1) piece spanner, double ended, $\frac{1}{2}$ " and $5\frac{1}{8}$ ".

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Continuation of Damage Report on the S/S "CHERIBON MARU".
Kobe, 26th June 1939.

DEPARTMENT:- (Cont.)

One (1) piece 8" pipe wrench.
One (1) coil 8" Manila rope.
Eighteen (18) pieces Hatch boards.
Nine (9) pieces iron buckets.
Two (2) pieces G.I. wash basin.
One (1) flag. "H".
Eight (8) Manila rope stanchions of gangway ladder.
One (1) set pin and bar for gangway ladder.
One (1) Jacob's ladder, large.
One (1) hand rail of accommodation ladder on poop deck.
One (1) guy weight for cargo work use.
Two (2) lashing slip chain and hook for No.4 life boat.
One (1) fire hose coil (80 feet).
One (1) coil 8" Manila rope.
Nine (9) pieces hatch tarpaulin.
One (1) piece life Jacket.
One (1) red lamp lense.
One (1) cargo hook.
Three (3) life buoys.
One (1) coil 4½" steel wire rope.
One (1) coil 3½" steel wire rope.
Two (2) coils 3" steel wire rope.

following articles stated to have been damaged, lost or
damaged during Salvage operation.

DEPARTMENT:-

One (1) 16" flat file.
One (1) piece 1½ lbs. hand hammer.
Two (2) pieces double ended spanner, 5/8" and 3/4".
Two (2) pieces ring spanner, 5/8".
Two (2) pieces caulking tool.

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Continuation of Damage Report on the S/S "CHERIBON MARU".
Kobe, 26th June 1939.

ENGINE DEPARTMENT:- (Cont.)

Four (4) pieces chisel.
One (1) 5 lbs. iron hammer.
One (1) piece spanner double ended, $\frac{1}{2}$ " and $\frac{3}{4}$ ".
One (1) 8" pipe wrench.
One (1) 14" pipe wrench.
One (1) set canvas awning for Main Engine cylinder cover.
Two (2) set electric insulating tape.
Four (4) pieces flash light torch lamp case.
Ten (10) pieces dry batteries for torch lamp.
Three (3) dozen dry batteries for torch lamp.
Eight (8) pieces bulb for torch lamp.
One (1) can kerosine washing.
Thirty-seven (37) gallons Engine oil. (H.O.C.).
One (1) gallon cylinder oil (Ostrich super No.2).
Four (4) gallons stern tube oil.
Five (5) gallons turbine oil (Dynamo).
Half ($\frac{1}{2}$) can cleanser (boiler compound).
Half ($\frac{1}{2}$) can metal polish.
One-sixth ($\frac{1}{6}$) dozen sand paper.
Four (4) candles.
One (1) piece China broom.
One (1) bundle Marline.
Half ($\frac{1}{2}$) lb. Hemp.
Two (2) packages matches.
One hundred (100) feet electric code for portable lamp.
Fifty (50) feet electric wire (lead covered).
Two (2) rolls electric insulating tape.

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Continuation of Damage Report on the S/S "CHENIBON MARU",
Atobe, 26th June, 1939.

THE DEPARTMENT:- (Cont).

One-fourth ($\frac{1}{4}$) can grease.
One (1) pound seizing wire.
Thirty (30) tons coal (Keelung) (discharged).
Twenty-six (26) tons coal (Keelung) (for donkey use).
Fifty-four (54) tons boiler water (for donkey use).
Following articles stated to have been damaged or lost by water.
Two (2) cans kerosine (lighting).
One & half ($1\frac{1}{2}$) cans kerosine (washing).
Thirty (30) gallons engine oil (E.C.O.).
Eight (8) gallons cylinder oil (Ostrich super No.2).
Fifteen (15) gallons stern tube oil.
Ten (10) gallons turbine oil (Dynamo).
Three & half ($3\frac{1}{2}$) gallons compressor oil (Arctic "C" Heavy)
Ten (10) gallons spindle oil.
Three quarter ($\frac{3}{4}$) can hold paint.
Six (6) pounds black lead.
Half ($\frac{1}{2}$) package cement.
Half ($\frac{1}{2}$) can putty, (white).
Half ($\frac{1}{2}$) can cleanser (boiler compound).
Fifty (50) pounds soda, washing.
One (1) pound borax.
Three & half ($3\frac{1}{2}$) dozen Emery cloth.
Two-third ($2/3$) pound solder.
Two (2) pounds brass solder.
Half ($\frac{1}{2}$) package charcoal.
Three (3) pieces brush, paint (2").
Four (4) pieces brush, paint ($1\frac{1}{2}$ ").
Two (2) pieces brush, washing.
Four (4) pieces tube brush ($2\frac{1}{2}$ ").

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Continuation of Damage Report on the S/S "CHERIBON MANU".
Kobe, 26th June 1939.

DEPARTMENT:- (Cont.)

Nine (9) pieces tube brush (2½").
Four (4) Japanese brooms.
Ten (10) pounds waste. (cotton cloth).
Two hundred (200) pounds waste. (rag).
Three (3) pieces swab.
One & half (1½) bundle twine.
One (1) dozen wool.
One (1) sheet old blanket.
Half (½) pound hemp.
One & half (1½) box. chalk, (white).
Six (6) pieces rubber packing for gauge glass.
Four (4) rolls asbestos belt (2").
Fifty (50) pounds coconut fibre.
Half (½) package coke (50 Kgs.).
Seven hundred & twenty (720) feet Manila rope.
Two (2) pieces Handle. file.
Five (5) feet gauge wire, copper.
Six (6) feet gauge wire, brass.
One (1) length. bar (iron ½" x 6'-0").
One (1) sheet Iron sheet (6/1000" x 12" x 14").
One (1) sheet Iron sheet (No. 24 x 24" x 46").
Thirty (30) tons bunker coal.
Eighty-nine (89) tons boiler water.
Twenty one (21) tons boiler water.
Half (½) set H.P. piston rod metallic packing (spare).
One (1) set H.P. slide spindle.
One (1) set W.P. slide spindle.
Thirty (30) pieces springs for Komori's patent packing ring. (large).

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Continuation of Damage Report on the S/S "CHERIBON MARU",
Kobe, 26th June 1939.

ENGINE DEPARTMENT:- (Cont.)

Thirty (30) pieces springs for Kocori's patent packing ring (small).
Two (2) sheets foot valves of air pump.
Twenty-four (24) pieces lift bolt for plunger feed pump valve.
One hundred (100) pieces gland for condenser tube.
One (1) set axe with handle.
One (1) set Breast (drilling tool).
One (1) set bellows (wooden made) large, (4'-3").
One (1) set bellows (wooden made) small, (1'-6").
Eight (8) pieces brush (wire) for cleaning boiler.
Eight (8) sets (wire) brush for condenser tube, $\frac{3}{4}$ " with handle.
Two (2) pieces Brush (wire) for file.
Three (3) pieces caulking (boiler).
Five (5) pieces caulking (common).
Five (5) pieces chisel (Flat).
Three (3) pieces chisel (cross cut.).
Five (5) pieces, oil way use, (var' size).
One (1) set coal barrow.
One (1) set coal measure (5 cub. feet).
One (1) set cover for Main engine cylinder top.
One (1) set Dies and tap. ($\frac{1}{16}$ ", $\frac{3}{32}$ ", $\frac{1}{4}$ ", $\frac{5}{32}$ ", $\frac{3}{16}$ " & $\frac{1}{2}$ ".)
One (1) set Dies and tap. ($\frac{1}{2}$ ", $\frac{3}{4}$ ", $\frac{1}{2}$ " & $\frac{3}{4}$ ".) each 3 pieces.
Ten (10) pieces Drill ($\frac{1}{16}$ ", $\frac{3}{32}$ ", $\frac{1}{4}$ ", $\frac{3}{32}$ ", $\frac{3}{16}$ ".) each 2 pc.
Two (2) pieces Eye bolt, $\frac{1}{2}$ ".
One (1) set Calvanometer.
One set (1) grinde stone (complete).
Two (2) sets Gauge, press. (Spare).
One (1) set gauge compound (Spare).
One (1) set gauge vacuum (spare).

(continued).

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Continuation of Damage Report on the S/S "CHERIBON MARU",
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ENGINE DEPARTMENT:- (Cont.)

One (1) set hammer, (hand, $1\frac{1}{2}$ lbs.).
One (1) length hose, canvas, $3\frac{1}{2}$ " x 40'-0".
One (1) set Knife, packing.
Six (6) sets lamp, (oil, E.R. & B.R. use).
Two (2) sets lamp, oil (gauge glass use).
Eight (8) sets lamp, oil (portable).
Two (2) pieces mallet.
Four (4) pieces needle, sail.
Two (2) pieces oil measure, 1 Gallon.
One (1) piece oil measure, $\frac{1}{2}$ gallon.
Two (2) pieces oil measure, $\frac{1}{4}$ gallon.
Two (2) pieces oil feeder.
One (1) piece oil can.
One (1) piece oil stone.
Four (4) pieces padlock.
One (1) set plane.
One (1) piece palm.
Six (6) pieces punch for cutting joint sheet.
One (1) piece Salinometer glass.
One (1) set spring balance (350 lbs. 21 Kg.)
Two (2) dozen saw metal blade.
Two (2) pieces scaling hammer.
Four (4) pieces scraper (cleaning use).
Three (3) pieces screw driver.
Nine (9) length sling wire for cylinder cover.
One (1) set soldering tool.
Three (3) pairs Tongs (20").
One (1) set tackle and falls (with rope).
Two (2) pieces thermometer, High temperature.
One (1) length Hose, rubber, 1" x 15'-0".

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Continuation of Damage Report on the S/S "CHERIBON MARU"
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THE DEPARTMENT: (cont.).

Two (2) pieces thermometer (low temperature).
One (1) piece thermometer (copper case).
One (1) set Vice hand.
Four (4) wedges, steel.
Two (2) sheets, mat.
One (1) set spanner, boiler manhole door use.
One (1) piece spanner, box $\frac{1}{2}$ ".
One (1) set spanner, screw 8" length.
One (1) set pipe, wrench, 8".
Two (2) sets black board.
One (1) set desk in engine room.
One (1) set chain with tackle for hanging smoke box door.
One (1) piece cotter for turning gear.
One (1) cover of oil supplying pot (D.E.) Dynamo.
Three (3) sets Nitrogen lamp with code.
Eighteen (18) sets portable lamp with code (Var' length).
Forty seven (47) pieces electric lamp, 100 V. - 40 W.
Three (3) pieces electric lamp, 100 V. - 100 W.
One (1) set ammeter.
One (1) set volt meter.
Two (2) sets Fire extinguisher, ...ooo.....

B. A. ...

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