

9 NOV 1933

No.

1917

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th Oct 33 When handed in at Local Office 19th Oct 33 Port of NAGASAKI

No. in Survey held at NAGASAKI. Date, First Survey 22nd Sept. Last Survey 3rd October 1933
Reg. Book.37069 on the ~~Steel~~ Steel Single Screw Motor Vessel "U Y O M A R U"TONNAGE:— Built at Nagasaki By whom Mitsubishi Zosen Kaisha, Ltd. When 1933 10
GROSS 7503 Owners Toyo Kisen K.K. Owners' Address /
UNDER DK 6069 Managers / Port belonging to Tokio.
NET 5498

Surveyed Afloat or in Dry Dock? Both. Name of Dock Mitsubishi Drydock 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. Port

(Periodical Surveys, when held, must be reported in detail and serially 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 Yes, Not required.

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 Survey, and Repair of Damage stated to have been caused by

boisterous weather on the 19th Sept. 1933, near Takaboko Island, at entrance to Nagasaki harbour. The measured mile trials had just been completed and the anchor test was under way when the vessel dragged her anchor and collided with a buoy which passed under the vessel in way of No. 1 hold. The second anchor was then put out and in order to avoid grounding the engines were started up, and Port cable buoyed and disconnected. 1 anchor and 8 lengths of cable slipped. No damage report, Repairs builders account.

Now Done:- Vessel placed in dry dock, bottom, stern frame & rudder examined and the following damage found:-
About 25 feet of Starb. bilge keel forward buckled. One joining shackle of Port cable missing. 1 shell plate on Starb. side No. 8 from forward in 2nd strake below sheer strake slightly indented.

Repairs due to damage now done:-

25 feet of starb. side bilge keel removed, faired & refitted and part of shell angle faired in place. 8 lengths cable and one anchor recovered and placed on board with new joining shackle, from Kobe Cert. No. 1967B.
Shell plate No. 8 from forward in 2nd strake below sheerstrake faired in place.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	/	/	/	/	/	/	/	Bilge keel.
Removed and Faired or Repaired	1							
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	Boats
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Scuppers	Condition, how ascertained. (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Sails
Breasthooks	Rudder	Hatches	Equipment letter
Transoms	Steering gear and its connections	Planking	Anchors, No. of
Frames	Windlass	Caulking	Cables (State if now ranged)
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails	length size (on board)
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	Rule length size
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches	Hawser & Warps
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Standing and Running Rigging
Keelsons		Ditto Ditto at other places	
Stringers		Stringers, Clamps & Shells	
Inner Bottom Plating		Salting (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 pND24, &c."

This vessel, is in good condition and eligible in my opinion to be classed in the Register Book as recommended in 1st Entry Report No.

Above is forwarded for the information of the Committee.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	19.
Travelling Expenses (if chargeable)	£	:	:	Received by me.
Second Surveyor's Fee (if any)	£	:	:	19.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 17 NOV 1933

See minute on J. & S. Report.



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