

C O P Y

Lloyd's Register of Shipping.

Port Kobe.

20th June, 1941.

This is to Certify that

T. Hosoda & K. Takahaya.
the undersigned Surveyor to this Society did at the request of

Messrs. Osaka Ryosen Kaisha, Ltd., survey the

T.E.M.S. "KANZYU MARU" (EX "LA PLATA MARU").

7267 tons gross, of Osaka,

on the 14th June, 1941 and subsequently, whilst the vessel lay in dry dock at The Mitsubishi Jakogyo Kaisha, Ltd., Kobe, for the purpose of ascertaining further the nature and extent of damage stated to have been caused by the vessel bumping against the No.3 wharf at Kobe on the 21st April, 1940, whilst the vessel was coming alongside the wharf.

For further particulars see Log Books and Kobe preliminary Damage Report dated 24th April, 1940.

The undersigned upon examination,

FOUNDED

RECOMMENDED

On Starboard Side:-

(Shell plates numbered from stem and strakes below upper deck sheer strake.)

No.7 plate in 2nd strake, To be released, faired & re-riveted, buckled.

No.6 plate in 3rd strake, To be removed, faired & refitted, buckled.

No.7 plate in 3rd strake, To be faired in place, slightly buckled.

(continued).

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :—
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

© 2020

Foundation

007647-007657-0258 1/2

COPY

(2)

T.M.S. "KANZYU MARU".
(EX "LA PLATA MARU").

Kobe, 20th June, 1941.

FOUND

No.6 plate in 4th strake, slightly buckled.

3 frames in lower tween deck, buckled.

6 frames in lower tween deck, slightly buckled.

2 frames in hold, slightly buckled.

One lower tween deck stringer plate, stringer angle and 3 shell angles, buckled.

2 lower tween deck beams, buckled.

5 lower tween deck beam knees, 3 buckled.

Silkroom bulkhead, buckled.

1 air and 3 scupper pipes, slightly bent.

RECOMMENDED

To be faired in place.

To be cropped, partly removed, faired and refitted.

To be faired in place.

To be faired in place.

Stringer plate and stringer angle to be cropped and part renewed. 3 shell angles to be renewed and 1 shell angle to be removed, faired and refitted.

1 beam to be cropped, partly removed, faired and refitted and 1 beam to be faired in place.

1 beam knee to be renewed. 2 beam knees to be removed, faired and refitted and 3 beam knees to be faired in place.

1 bulkhead plate to be cropped, partly removed, faired and refitted and the remainder to be faired in place.

1 boundary angle to be cropped, partly removed, faired and refitted and 1 boundary angle to be faired in place.

1 air pipe to be removed, faired as necessary and refitted. 3 scupper pipes to be cropped, removed, faired as necessary and refitted.

It is further recommended that all removals necessary to effect the above repairs be replaced in good order, new and disturbed work be recased as necessary and all repairs be tested and proven tight.

The foregoing recommendations, finally made in order to place the vessel in as good a condition as before the damage was sustained, have now been satisfactorily completed.

Fee & Expenses as per Account.

© 2020
Hanaeda
Lloyd's Register
Foundation