

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6/7/ 1940 when handed in at Local Office 1/7/ 1940 Port of Kobe.
No. in Survey held at Kobe. Date, First Survey 29/9/39. Last Survey 3/5/ 1940.
Reg. Book. (No. of Visits) Seventeen.
52449 on the ~~Kobe Iron~~ Steel T.M.S. "RIO DE JANEIRO MARU".
TONNAGE: Built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1930
GROSS 9627 Owners Osaka Syosen Kabusiki Kaisha. Owners' Address
3108 UNDER DK. 7975 Managers Port belonging to Osaka.
NET 5829

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

WB=CellDBorDBa feet; uE&B feet; f feet
tal 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 inside
the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing,
decks, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 11230 Port Kobe

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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 CONDITION SURVEY & REPAIR OF DAMAGE stated to have been caused
by collision with the M.S. "KAGU MARU" on the 4th September 1939, during a dense fog in the Pacific
Ocean, about 1840 miles from Yokohama whilst on a voyage from Yokohama to Los Angeles. For further
particulars please see Log Books and Kobe Damage Report dated 26th June 1940 attached herewith.
NOW DONE:— Vessel placed in dry dock. Hull, bottom, stern frame and rudder cleaned, examined,
found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces
equipment, and windlass and steering gear examined and found or now placed in good condition.

DAMAGE REPAIRS:—

Collision damage in way of Engine Room and Decks:—
(P.T.O.).

PRIMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	6	1	--	--	10	--	8	As/Report.
Removed and Fair'd or Repaired	3	10	--	--	17	--	3	
Fair'd or Repaired in place	9	4	--	--	14	--	4	

PRESENT CONDITION OF THE

Good	State if Tanks have been examined inside	--	Air and Sounding Pipes	--	Copper, or Y.M. of Wood Vessels	--
"	State if Tanks now tested	Yes, As/Rpt.	Dblg. Plates under Sounding Pipes	--	(State if on Felt).	--
"	Bulkheads	As/Rept. Good	Engine Room Skylights	Good	When put on, Month	--
"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	--	Boats	Good
"	Cement or Asphalt	--	Oil Bunkers	--	Masts, Yards, &c.	"
"	(State which.)	--	Scuppers	Good	Condition, how ascertained	From deck.
"	Rudder	Good	Cargo Hatchways	"	(State if wedges removed)	--
"	Steering gear and its connections	"	Hatches	"	Sails	--
"	Windlass	"	Planking of Wood Vessels	--	Equipment letter	et
As/Rept. Good	Have pumps now been examined and found effi-	--	Caulking	ditto	Anchors, No. of	3B. 1s.
"	cient?	--	Treenails	ditto	Chain Locker	--
"	Have Sluice Valves now been examined and found	--	Breasthooks & Stemson	ditto	Cables (State if now ranged)	No
"	efficient?	--	Transoms Pointers, & Crutches	ditto	" length (on board)	Stated complete.
"	Have Watertight Doors now been examined and found	--	Timbers of Frame at openings	ditto	" Rule length	--
"	efficient?	--	Ditto Ditto at other places	ditto	Hawser & Warps	--
"	Have Ventilators and their Coamings been examined	--	Stringers, Clamps & Shells	ditto	Standing and Running Rigging	--
"	and found efficient?	Yes.	Salting	ditto		
"			(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, so far as now seen, is in good condition and eligible, in our
opinion, to be continued as classed with fresh record of survey 5,40.

Survey Fee (per Section 20) Yen 75:00
Special Damage or Repair Fee (if any) Yen 5500:00
Travelling Expenses (if chargeable) Yen 137:00
(Including Machinery).
Second Surveyor's Fee (if any)

Fees applied for, 6/7/ 1940
Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI 13 SEP 1940

TUE 2 JUN 1942

OMIT CLASS
ON RE-PRINT

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Lloyd's Register
Foundation

007846-007856-0092 1/6

Bridge Deck:- (Cont).

Seven bulwark angle stanchions - renewed and one stanchion - removed, faired and refitted.

Four deck side "T" angle stanchions - renewed and two stachions removed, faired and refitted. ($\frac{1}{2}$ " x 5" x 5" x 7'-4").

One vertical tie plate connecting curtain plate to upper deck bulwark - renewed.

1300 feet of deck planking - renewed.

50 feet of wash deck service pipes - renewed.

Three scupper pipes from boat deck - renewed.

Gutterway cement - renewed.

Upper Deck:-

One deck stringer plate - partly renewed and partly faired in place.

21 feet 8 inches of stringer angle and 12 feet 1 inch of gutter angle - renewed.

16 feet 9 inches of stringer angle - removed, faired and refitted.

One deck beam - partly renewed and two beams - partly removed, faired and refitted all with butt straps.

Three beam brackets - renewed.

Fashion plate, with half round bar - partly renewed.

Two bulwark plates - renewed. (25'-3" x 4'-0" x $\frac{5}{8}$ " and 25'-0" x 4'-0" x $\frac{5}{8}$ "), and one bulwark plate - faired in place.

Five bulwark angle stanchions - renewed.

One length (8'-2") of bulb angle top rail - renewed and four lengths (8'-2") removed, faired and refitted).

Six deck side "T" angle stanchions - renewed. ($\frac{1}{2}$ " x 5" x 5" x 7'-2").

One vertical tie plate connecting curtain plate to bridge deck bulwark - renewed.

32 feet of wooden storm hand rails - renewed.

800 feet of deck planking - renewed.

50 feet of wash deck service pipes - renewed.

Three deck scupper pipes - renewed.

Gutterway cement - renewed.

Four bonnet caps on air pipes to oil fuel and ballast tanks - renewed.

Four steel protecting covers for air pipes - repaired.

Ship side "T" piece for oil fuel filling line - renewed.

One small davit for oil fuel filling pipes - renewed.

Ship side wood panelling in seven cabins for ship's staff use - renewed.

Second Deck:-

One stringer deck plate - renewed. (8'-7" x 4'-5") and partly faired in place.

2 feet 4 inches of stringer angle - renewed and 9 feet 2 inches - removed, faired and refitted.

Three shell angles - renewed.

Three deck beams - faired in place.

Two beam brackets - faired in place and One - removed, faired and refitted.

Cement in stringer chocks - renewed.

Two side scuttles - renewed.

Five goose neck ventilators for accommodation - renewed. (Continued).

Second Deck:- (Cont).

Four side scuttle glasses - renewed.

Wash basin stand, lockers, table and hotwater boiler, damaged and disturebed-
now repaired and refitted as necessary.

Bunks, lockers, drawers and wood lining in 1 cooks room and 2 boys rooms,
renewed.

Third Deck:-

One deck stringer plate - partly renewed. (8'-0" x 2'-3").

Two shell angles - renewed.

9 feet 7 inches of stringer angle - partly removed, faired and refitted.

Three deck beams - faired in place.

Two beam brackets - renewed and one - removed, faired and refitted and one -
faired in place.

Collision Damage in way of No.5 Hold, upper tween deck, Port Side, Steerage Accommodation:-Shell Plates, numbered from Aft:-

No.3 plate in upper deck sheer strake - faired in place.

Nos.4 & 5 plates in upper deck sheer strake - removed, faired and refitted.

No.4 plate in 1st strake below upper deck sheer strake - removed, faired and
refitted.

No.5 plate in 1st strake below upper deck sheer strake - faired in place.

10 frames - partly removed, faired and refitted with butt straps.

4 frames - faired in place.

8 beams - faired in place.

11 beam brackets - removed, faired and refitted.

2 beam brackets - faired in place.

Shell angle cement chocks - renewed.

3 side scuttles - faired & refitted.

Principal Removals for access for Repairs - now replaced in good condition and where
damaged in removal, they ^{were} renewed or repaired as necessary.

On Bridge Deck:-

Wood panelling and room furnishings, including windows, electric fans, light
fittings and call bells also steam heaters and piping in eight First Class cabins.

On Upper Deck:-

Room fittings, including settees, lockers etc. electric fans, light fittings
and call bells also steam heaters and pipes in seven cabins for ship's staff use.

On Second Deck:-

Electric fan and light fittings and steam heaters and pipes in 1 cook's room
and 2 boys rooms.

On Third Deck (In Engine Room):-

One wash basin with fresh water and drain pipes.

One spare strainer.

One fuel oil head tank and connections.

One lubricating oil tank and connections.

Sanitary, wash deck and hot sea water pipes with their valves.

In Nos.4 & 5 Upper 'Tween Decks:-

Steerage accommidation ship's side lining.

(continued).

In Nos. 4 & 5 Upper 'Tween Decks:-

Steam heaters and pipes.

Scupper pipes.

Air pipes to ballast tanks.

Side sparring in baggage room.

All new and disturbed work repainted and placed in the same good condition as before removal.

Insulated Chambers:-

Provision chamber and fish chamber flooded to a depth of 12 inches and insulation on floor and sides and floor wood gratings, damaged by water and film of oil fuel - now slack cork insulation on floors and 18 inches height on sides and floor gratings renewed.

Brine piping and shelves in rooms removed for access & replaced in good order and brine piping tested after replacement.

SALVAGE DAMAGE:-On Forecastle:-

Bow rising chock fairleads -fractured and covers - lost - now renewed.

Starboard bow rising chock plate, fractured and doubling, buckled - now plate renewed and doubling - removed, faired and refitted.

Port bow rising chock plate and doubling - faired in place.

Wood lining on brake bands of windlass - renewed.

Port and Starboard cable compressors, bent - now windlass overhauled and repaired.

Chain cables ranged for examination and found one stud missing and one stud slack - now one stud renewed and one tightened up.

Four lengths of towing wire ranged and examined and found cut and kinked - now One length 5 $\frac{3}{4}$ " x 240 metres, one length 5" x 225 metres, one length 4 $\frac{1}{2}$ " x 225 metres and one length 4 $\frac{1}{4}$ " x 225 metres renewed.

GENERAL:-

All removals for access replaced in good order and all new and disturbed work coated as necessary.

The following repairs were effected due to the vessel being out of commission for the long period occupied in effecting repairs:-

- (1) All remaining wooden decks recaulked (97,621 feet), due to decks drying out.
- (2) Removing, storing in No. 2 hold during repairs, and replacing 14 life-boats.
- (3) Making and fitting 2 temporary bath tubs with pipes and chimneys, in 3rd class wash place, for the use of crew remaining on board, and removing same when repairs had been completed.
- (4) Making and fitting 1 "Kamado" stove with chimney, in Japanese galley, for cooking purposes.
- (5) Making and fitting 1 "Kanteki" stove with chimney, in Japanese galley, for supplying hot water.
- (6) Overhauling, cleaning and refitting all wash deck pipes, sanitary pipes, fresh water pipes and scupper pipes.

Double bottom lubricating oil, piston cooling water, fresh water and oil fuel tanks in way of the engine room cleaned and examined and found in good order. (continued).

Upon completion of repairs, the shell plating and decks were hose tested and
found tight.

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