

C O P Y

Lloyd's Register of Shipping.



Port Kobe.

15th June 1940.

This is to Certify that

K. Takedaya,

the undersigned Surveyor to this Society did at the request of Messrs. Hiroumi Syozi Kaiaya, Ltd., survey the

S/S "KOAN MARU", 3184 tons gross, of Kobe,

on the 1st June 1940 and subsequently, whilst the vessel lay afloat and in dry dock at Messrs. Osaka Iron Works, Ltd., Sakurajima Yard, Osaka, for the purpose of ascertaining the nature and extent of damage stated to have been caused by colliding with barges on the 15th and 14th March 1940 whilst laying at anchor and discharging cargo in Taku bar. The vessel was under Government service.

For further particulars see Log Books.

The undersigned upon examination,

FOUND

RECOMMENDED

Shell Plating:-

Port Side. (Plates numbered from Stem).

Nos. 3 & 4 shell plates, in "G" strake, set in. To be removed, faired & refitted.

No. 7 shell plate, in "G" strake, slightly set in. To be faired in place.

Nos. 4, 5, 6 & 7 shell plates, in "H" strake, set in. To be removed, faired & refitted.

2 Longitudinal frames, in way, slightly set in. To be faired in place.

2 Longitudinal frames, in way, set in. To be removed, faired & refitted.

(continued). K.S.

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 Members, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or omission of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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Continuation of Damage Report on the S/S "KOAN MARU",
- Kobe, 15th June 1940.

FOUND

RECOMMENDED

Starboard Side:- (Plates numbered from Stem).

Nos. 3 & 4 shell plates, in "G" strake, slightly buckled. To be faired in place.

Port Side:- (Plates numbered from Aft.)

No. 3 shell plate, in "K" strake, slightly buckled. To be faired in place.

No. 4 shell plate, in "K" strake, set in. To be removed, faired & refitted.

No. 4 shell plate, in "H" strake, set in. To be removed, faired & refitted.

One longitudinal frame, in way, slightly set in. To be faired in place.

Starboard Side:- (Plates numbered from Aft.)

No. 4 shell plate, in "H" strake, set in. To be removed, faired & refitted.

No. 5 shell plate, in "H" strake, slightly buckled. To be faired in place.

It is further recommended that all removals for access to be replaced in good order, all new and disturbed work be recoated where necessary and the shell plating in way of the damage be hose tested upon completion of the repairs.

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

Fee & Expenses as per account.

K. Pakedaya
Surveyor to Lloyd's Register.

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Foundation

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