

COPY

Lloyd's Register of Shipping.

1/4 8210

Port of Kobe.

15th July, 1927.

(A)

This is to Certify that

F.B. Smith,

the undersigned Surveyor to this Society did at the request of

the Master, survey the steel screw steamer "KOREI MARU" of
Tokio, 2491 tons gross register, on account of damage stated
to have been sustained through collision with the S.S. "TOBA
MARU" at Shanghai on the 30th April, 1927.

For further particulars see entries in vessel's log
books and protest.

On examination as the vessel lay in the Mitsubishi
Kosen floating dock on the 6th July 1927 and subsequent dates,
the undersigned Surveyor

FOUND

RECOMMENDED

All damage to be on the port side
and in way of No.1 Hold.

1st strake below sheer. 4th plate
from forward, indented

to be faired in place.

2nd strake below sheer. 4th & 5th
plates from forward, indented

to be removed, faired &
replaced.

3rd strake below sheer. 4th & 5th
plates from forward, indented

4th plate to be removed,
faired & replaced.
5th plate to be faired in
place.

4th strake below sheer. 4th plate
from forward, indented

to be faired in place.

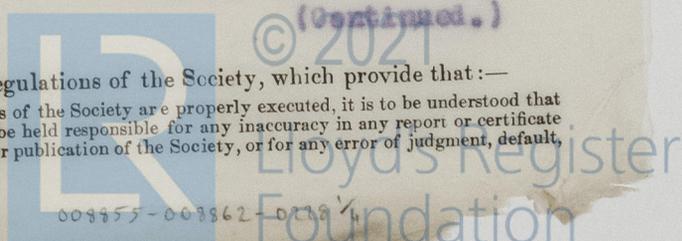
and
One bulwark plate/stanchion in way
of the damage indented and bent

Bulwark plate to be faired
in place, stanchion to
remove, fair & refit.

(Continued.)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Surveyors, or other Officers or Agents of the Society."



FOUND

Eight bulb angle frames in way of the damaged shell plating, buckled

Beam knees on damaged frames slightly buckled

Hold side stringers in way of the damage buckled, rivets in face angles and plate started.

Repairs the shell plating in way of the damage to be hose tested, all fittings removed to be replaced and all broken cement to be renewed.

The foregoing recommendations were made for the purpose of placing the vessel in as good condition as before the damage in question was sustained.

Fee, ¥200.00
Exs. ¥ 10.00

RECOMMENDED

these bulb angle frames to be removed, faired & replaced.

to be faired in place.

damaged side stringers to be removed, faired & replaced, all started rivets to be renewed.

On completion of these repairs to be hose tested.

J. B. Smith

SURVEYOR TO LLOYD'S REGISTER.



© 2021

Lloyd's Register Foundation

0.2.28 4/4

4/5270