

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 20/5/40 When handed in at Local Office 24<sup>th</sup> May 1940 Port of Kobe.  
No. in Reg. Book. Survey held at Tama. Date, First Survey 7/4/40 Last Survey 16/5/1940.  
(No. of Visits Five.)

86466 36780 on the ~~Wanki~~ Steel T.M.S. "YAHIKO MARU".  
TONNAGE:- Built at Harima. By whom Kobe Steel Works, Ltd. When 1926 11  
GROSS 5747 Owners Itaya Miyakichi. Owners' Address  
UNDER DK. 5336 Managers Itaya Syosen K.K. (if not already recorded in Appendix to Register Book).  
NET 3575 Port belonging to Tokyo.

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. 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. 11134. Port Kob.

(Periodical Surveys, when held, must be reported in detail and *seriatim* 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 Dam.Rept. declined. 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 CONDITION SURVEY, COMPLETION OF S.S.1st No.3 (S.R.L.) & REPAIR OF DAMAGE stated to have been caused by touching slightly

aground on the 24th November 1939, whilst under Government Service. Damage Report not requested.

NOW DONE:- vessel placed in dry dock. Hull, bottom, stern frame and rudder cleaned, examined, found or now placed in good condition and recoated.

Done as Completion of S.S.1st No.3:-

Nos.1, 6, 7 & 8 double bottom tanks, settling tanks and wing tanks examined internally, found or now placed in good condition, afterwards recoated where necessary, and tested with a head of water as required by the rules and found tight.

The peaks, decks, casings, ventilators, hatchways, and closing appliances, air and sounding pipes, plates under sounding pipes of the tanks now examined, windlass, steering engine and (P.T.O.).

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		As/Rpt.	
Decks	Good	State if Tanks have been examined inside	Yes/
Caulking of Decks	"	State if Tanks now tested	Yes, As/Rpt.
Coamings	"	Bulkheads	Good
Beams & Fastenings	"	Ceiling	"
Outside Plating	"	Cement <del>exposed</del> As/Rpt.	Good
" " in way of sidelights	"	Rudder	Good
Breasthooks	"	Steering gear and its connections	"
Transoms	"	Windlass	"
Frames	Good	Have pumps now been examined and found efficient?	"
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	"
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	"
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes.
Floors	As/Rpt. Good		
Keelsons	"		
Stringers	"		
Inner Bottom Plating	"		
		Air and Sounding Pipes	Yes, As/Rpt.
		Dblng. Plates under Sounding Pipes	Yes, "
		Engine Room Skylights	Good
		Coal Bunkers, Open'gs, Lids, &c.	"
		Oil Bunkers	"
		Scuppers	"
		Cargo Hatchways	Good
		Hatches	"
		Planking of Wood Vessels	"
		Caulking	ditto
		Treenails	ditto
		Breasthooks & Stemson	ditto
		Transoms Pointers, & Crutches	ditto
		Timbers of Frame at openings	ditto
		Ditto Ditto at other places	ditto
		Stringers, Clamps & Shells	ditto
		Salting	ditto
		Copper, or Y.M. of Wood Vessels	"
		(State if on Felt).	"
		When put on, Month	Year
		Boats	Good
		Masts, Yards, &c.	"
		Condition, how ascertained	From deck.
		(State if wedges removed)	"
		Sails	"
		Equipment letter	"
		Anchors, No. of	3B.1s. 1K.
		Chain Locker	"
		Cables (State if now ranged)	No
		length	Stated complete.
		(on board) mean diam.	"
		Rule length	270 fms. 2-4/16"
		Hawser & Warps	Good
		Standing and Running Rigging	"

## General Observations, Opinion as to Class, Recommendation, &amp;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 is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 5.40 and the Notation S.S. No.3-5.39 as previously recommended

Survey Fee (per Section 20) Yen 215:00  
Special Damage or Repair Fee (if any) £-- --  
Travelling Expenses (if chargeable) Yen 99:00  
(Including Machinery).  
Second Surveyor's Fee (if any) £-- --

Fees applied for, 17/5/1940

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Defe Survey delayed

Lloyd's Register Foundation



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

REPAIRS DUE TO DAMAGE:-

About 1000 bottom rivets at amidships and aft - found leaky - about 600  
Electrically Welded and <sup>the remainder</sup> ~~resin~~ caulked.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...														If Patent state name of Patentee.		
	2nd „																
	3rd „																
	Collective Weight. .																
	Stream .....																
	Kedge.....																

If Stockless, state Mechanical Tests

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.