

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27/2/35 When handed in at Local Office Feb. 28th 1935 Port of Kobe.

No. in Survey held at Tama. Date, First Survey 12/2/35. Last Survey 20/2/1935.
Reg. Book. (No. of Visits Five.)

87985 on the Wood, Iron or Steel T.M.S. "YAHIKO MARU".

TONNAGE: Built at Harima. By whom Kobe Steel Works, Ltd. When 1926 11

GROSS 5742 Owners Itaya Miyakichi. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 5336 Managers Itaya Shosen Kabushiki Kaisha. Port belonging to Tokio.

NET 3395 Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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.

Previous Report, No. 2568 Port Sea.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on 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?

MRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY No. 2 & DAMAGE stated to have been caused by touching the bottom on the 13th June, 1934 at Bayridge channel, whilst on a voyage from Los Angeles to New York, also stated to have been sustained by a buoy off Bachelia James river on the 14th November, 1934, whilst on a voyage from Hopewell to Los Angeles. For further particulars see the damage report dated 25th February, 1935.

WORK DONE:— Vessel placed in dry dock. Hull, bottom, rudder, stern frame, propeller brackets, and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore and after stores and chain locker, spaces under bridge, engine room and boiler space cleared for survey, ceiling lifted as required by rules and all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found now placed in good condition, afterwards recoated. P.T.O.

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	3	/	/	/	/	/	/	/
Removed and Fair'd or Repaired	3	/	/	/	/	/	/	/
Fair'd or Repaired in place	8	27	/	/	/	/	/	/

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Age of Decks	Yes	Good	—
Platings	Yes	"	(State if on Felt). When put on, Month Year
Frames & Fastenings	Good	Coal Bunkers, Open'gs, Lids, &c.	Boats
Plating	"	Scuppers	Masts, Yards, &c.
Booms	"	Cargo Hatchways	Condition, how ascertained
Stems	"	Hatches	(State if wedges removed)
Frames	"	Planking of Wood Vessels	Sails
Keelsons	"	Windlass	Equipment letter
Bottoms	"	Have Pumps now been examined and found efficient?	Anchors, No. of
Bottom Plating	"	Have Sluice Valves now been examined and found efficient?	Cables (State if now ranged).
	"	Have Watertight Doors now been examined and found efficient?	Rule length
	"	Have Ventilators and their Coamings been examined and found efficient?	Hawser & Warps
	"		Standing and Running Rigging

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 is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 2,35 and the notation S.S.Kob.No.2-35.

Survey Fee (per Section 20)	Yen 250:00	Fees applied for, 25 & 27/2/1935.
Alteration	Yen 50:00	
Special Damage or Repair Fee (if any) (per Sec. 20)	Yen 200:00	
Travelling Expenses (if chargeable) (Including Machinery)	Yen 90:00	
Second Surveyor's Fee (if any)		

Committee's Minute TUE. 16 APR 1935
Character Assigned Deferred for comp. Mech. Survey
W. K. Hobson + amb. (on) 2-35 DBS 2-35
hds 18 refilled 35-120th
Received by me. 19
K. Kawaiakawa
Assist. Surveyor to Lloyd's Register of Shipping.
TUE. 24 DEC 1935
TUE. 30 JUN 1936
Lloyd's Register Foundation
009341-009349-0162 1/2

Kobe.

Continuation of Report No. 897^{1/2} dated 27/2/35.

on the T.M.S. "YAHIKO MARU"

Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition.

Double bottom tanks, oil settling tank, wing tanks, and fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight. (with exception of internal examination of Nos. 2 & 3 double bottom tanks).

Decks, casings, hatchways, hatches, fore and afters and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, rods, sheaves and hand gear, pumps, W.T. door, scuppers, skylights, boats, masts (with deck angles), spars, rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found in good condition.

The whole of the rules requirements for S.S.No.2 have now been complied with.

FREEBOARDS:- New converted freeboards have been assigned by the Japanese Government.

The new summer freeboard is stated to be 1845 m/m and the draft B.K. is 54 m/m higher than before.

The former freeboard certificate has been returned to this office.

ALTERATION:- Water tight bulkhead at aft engine room (F.No.67) has now been altered as per approved plan dated 13th February, 1935. Plan attached hereto. (in plan received)

This alteration was made for a new donkey boiler which was refitted in place of the original small donkey boiler.

On completion of the works, the new bulkhead and tween deck plating hose tested and found tight.

REPAIRS DUE TO DAMAGE:- (Plate numbered, from stem).

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					
						Owts.	qrs.			lbs.				Owts.

Two keel plates, K 2 & K3 removed, faired and refitted.

Shell Plates:- Port Side.

A 1 - faired in place.

A 2 - renewed.

B 1 - faired in place.

B 2 - renewed.

D 4 & D 5 - faired in place.

Shell Plates:- Starboard Side.

A 1 - faired in place. (continued).

Shell Plates:- Starboard Side (Continuation)

A 2 - renewed.

B 1 - faired in place.

B 2 - removed, faired and refitted.

D 4 & D 5 - faired in place.

A length (about 12 feet) of bilge keel - removed, faired and refitted.

In way of No.1 D.B. Tank.

27 frames (P. 13 frames and S. 14 frames) - faired in place.

21 side girder bottom angles (P. 10 angles, S. 11 Angles) - faired in place.

A number of started rivets on the bottom, floors, and girders in way of above -

Fore peak tank and No.1 double bottom tanks tested satisfactorily as stated above.

Compensation in No.1 D.B. Tank (P & S Sides). BY OWNERS' REQUEST.

A half depth side girders newly fitted between frame Nos.16 & 18 (from stem) intermediate between the center girder and existing half depth side girder, and full side girder extended forward by 2 frame spaces.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected.

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.

IF SUCH INFORMATION IS REQUESTED NOT TO WRITE ACROSS THIS MARGIN.