

Rpt. 8.

21 MAR 1935

(Received at London Office)

No. 8975.

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.)

87983 on the Wood, Iron or Steel

T.M.S. "YAHIKO MARU".

TONNAGE:

Built at

Harima.

By whom

Kobe Steel Works, Ltd.

When

YEAR.

MONTH.

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

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Year Assigned	Machinery and Boiler
*100A1	11,33	*IMC 12,29
		DBS 11,33
		TS(OL) 2,33

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. 2568

Port Sea.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, 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.

Where 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 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.

STATE 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

Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	—
Good	State if Tanks now tested	Yes	Engine Room Skylights	—	(State if on Felt)	—
Good	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	—	When put on, Month	—
Good	Ceiling	—	Scuppers	Good	Boats	Good
Good	Cement or Plaster (F.P. & No. 500) (State which.)	Good	Cargo Hatchways	Good	Masts, Yards, &c.	—
Good	Rudder	Good	Hatches	—	Condition, how ascertained	From aloft.
Good	Steering gear and its connections	—	Planing of Wood Vessels	—	(State if wedges removed)	No
Good	Windlass	—	Caulking	—	Sails	—
Good	Have Pumps now been examined and found efficient?	Yes	Treenails	—	Equipment letter	2
Good	Have Sluice Valves now been examined and found efficient?	—	Breasthooks & Stemson	—	Anchors, No. of	3B. 1S.
Good	Have Watertight Doors now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches	—	Cables (State if now ranged)	Yes
Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	—	„ length	270 fms. size 2-5/32"
Good			Ditto Ditto at other places	—	„ Rule length	270 fms. size 2 1/2"
Good			Stringers, Clamps & Shells	—	Hawser & Warps	Good
Good			Salting (State if examined.)	—	Standing and Running Rigging	Good

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
Alteration..... Yen 50:00
Special Damage or Repair Fee (if any) (per Sec. 20) Yen 200:00
Travelling Expenses (if chargeable) Yen 90:00
(Including Machinery).
Second Surveyor's Fee (if any)

Fees applied for, 25/27/2/1935.

Received by me.

19.

Committee's Minute

TUE. 16 APR 1935

Character Assigned

Deferred for comp. mch. survey.
Hull 18 refilled 35-120th

K. Kaniakura.
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

Continuation of Report No. 8975 dated

27/2/35.

on the T.M.S. "YAHKO"

MARU¹¹

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 -
 ewed.

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 depth side girder extended forward by 2 frame spaces.

SAIRS DUE TO WEAR AND TEAR:-

Minor repairs effected.

Mike

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, ~~chains~~, 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. Some of the early work on the bridge was done by 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.

[illegible]

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

CHAIN CABLES.

[illegible]

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).