

COPY.

21 MAR 1935

# Lloyd's Register of Shipping.



Port Kobe.

25th February, 1935.

DAMAGE "A"

This is to Certify that

M. Kanakura,

the undersigned Surveyor to this Society did at the request of  
the Owners, survey the T.M.S. "YAMIKO MARU",  
5742 tons gross, of Tokio,

on the 12th February, 1935, and subsequently, whilst the vessel  
lay in dry dock at Tama, for the purpose of ascertaining the  
nature and extent of damage stated to have been caused by touch-  
ing 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 Bachelor James river on the 29th  
November, 1934, whilst on a voyage from Hope Well to Los Angeles.

For further particulars see Log Books.

Vessel placed in dry dock.

The undersigned upon examination,

FOUND

RECOMMENDED

(Shell plates numbered from Stem).

Shell plating.

Two keel plates, K 2 & K 3,  
indented.

To be removed, faired and  
refitted.

Port Side.

One shell plate, A 1, indented.

To be faired in place.

One shell plate, A 2, badly  
indented.

To be removed.  
(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 understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for accuracy 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 Committee or any Member thereof, or Surveyors, or other Officers or Agents of the Society."



COPY

21 MAR 1935

Continuation of Damage "A" Report on the S.M.S. "YAMIKO MARU",  
Kobe, 25th February, 1935.

FOUNDRECOMMENDED

|  |  |
|--|--|
| Shell plate, B 1, indented.  | To be faired in place.   |
| Shell plate, B 2, badly indented.                                    | To be renewed.   |
| Shell plates, D 4 & D 5, indented.                                   | To be faired in place.   |
| <u>Board Side.</u>   |  |
| Shell plate, A 1, indented.  | To be faired in place.   |
| Shell plate, A 2, badly indented.                                    | To be renewed.   |
| Shell plate, B 1, indented.  | To be faired in place.   |
| Shell plate, B 2, indented.  | To be removed, faired & refitted                                     |
| Shell plates, D 4 & D 5, indented.                                   | To be faired in place.   |
| Length (about 12'-0") of bilge keel, indented.                       | To be removed, faired and refitted and slacked rivets to be renewed. |
| <u>St. floors etc. (In No.1 double bottom oil tank).</u>             |  |
| Frames (P. 13 frames & S. 14 frames), slightly set in.               | To be faired in place.   |
| No girder bottom angles (P. 10 & S. 11 angles), slightly set in.     | To be faired in place.   |
| Number of started rivets on the bottom, and girders in way of above. | To be renewed.   |

It is also recommended that No.1 double bottom oil tank be steamed and cleaned for the above repairs, and all removals necessary to the damage repairs be replaced as before, including hard and cement in the fore peak tank.

On completion of repairs, the fore peak tank and No.1 double oil tank to be tested and proven water tight, and repaired parts recanted as before.

The above recommendations have now been carried out to my satisfaction.

.....Yan 200:00  
 for.....Yan 35:00

*K. Kawakura*  
 ASSIST. SURVAYOR TO LLOYD'S REGISTER.



Lloyd's Register  
 Foundation

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