

COPY.

21 MAR 1935

Lloyd's Register of Shipping.



Port Kobe.

25th February, 1935.

DAMAGE "A"

This is to Certify that

M. Kamakura,

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 Yama, for the purpose of ascertaining the nature and extent of 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 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."

21 MAR 1935

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

FOUND

RECOMMENDED

- 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.
- Upper Side.
- 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, To be removed, faired and
shortened. refitted and slacked rivets to
be renewed.
- St. floors etc. (In No.1 double bottom oil tank).
- Frames (P. 13 frames & S. 14 frames), To be faired in place.
Slightly set in.
- Two girder bottom angles (P. 10 To be faired in place.
& S. 11 angles), slightly set in.
- Number of started rivets on the bottom, To be renewed.
on and girders in way of above.

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 recased as before.

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

.....Yen 200:00
for.....Yen 35:00

K. Nakamura
ASSIST. SURVIVOR TO LLOYD'S REGISTER.



Lloyd's Register
Foundation

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