

REPORT OF SURVEY FOR REPAIRS, &c

Date of writing Report 11th Jul 40

When handed in at Local Office 11th July 1940

Port of SHIMONOSEKI

No. in Survey held at SHIMONOSEKI

Date, First Survey 21st June Last Survey 8th July 1940.

on the ~~Kokusai Kisen~~ Steel Single Screw Steamer "YURI MARU"

TONNAGE:-

Built at O. Harima

By whom Harima Dkyd Co.

YEAR.

MONTH.

GROSS 6787

Owners Kokusai Kisen K.K.

When 1919

8

UNDER DK. 6507

Managers /

Owners' Address /

Port belonging to Kobe

NET 5085

Surveyed Afloat or in Dry Dock? Both

Name of Dock Mitsubishi

Destined Voyage /

Cell DBor DBa feet; uE&B feet; f

Hikoshima Dock

total capacity tons. FPT tons; APT tons; MT feet tons.

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

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 2555 Port SMK.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 **Offered & Accepted**

Society's Freeboard (if assigned) as painted on Ship and now verified 9 14 ins.

Was a damage report made by anyone else? If so, by whom? /

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, Part S.S.No.2, Special Reasons List and Repairs of Damage stated to have been caused by:-

a) collision with a lighter on the 14th December 1939 at a Port.

For further particulars see Smk. Damage report, dated 10th July 1940, copy attached hereto.

b) vessel touching bottom on the 23rd September 1939 at a certain port.

For further particulars see Smk. Damage report, dated 11th July 1940, copy attached hereto.

Now Done:- Vessel placed in dry dock, bottom, rudder, stern frame & stem, cleaned, examined and found or now placed in good condition, afterwards recoated.

After peak and chain locker, engine & boiler space cleared for survey, examined and found good condition, and afterwards recoated.

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	1							4 rudder arms &c
Removed and Fair'd or Repaired	1							
Fair'd or Repaired in place	1							Bottom angles.

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	1
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	1
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Good	When fitted, Month	Year
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	from aloft
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	7	(State if wedges removed)	Equipment letter
Reverse Frames	1	Have Sluice Valves been examined and found efficient?	1	Caulking	1	Equipment letter	at
Longitudinals	1	Have Watertight Doors been examined and found efficient?	Yes	Treenails	1	Anchors, No. of	3B 1S 1K
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	1	Cables (State if now ranged)	Yes
Floors	"	Have Tanks been examined internally?	Yes	Transoms, Pointers & Crutches	1	" length	2 5/16 1/8
Keelsons	"	Have the Tanks been tested?	Yes	Timbers of Frame at openings	1	" Rule length	2 5/16
Stringers	"	Air and Sounding Pipes	Good	" " at other places	1	Chain Locker	Good
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	Good	Stringers, Clamps & Shelves	1	Hawsers & Warps	"
Have the Tanks been examined internally?	Yes			Salting	1	Standing and Running Rigging	"
Have the Tanks been tested?	Yes			(State if examined.)		Sails	1

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in safe condition and eligible in my opinion to be continued as classed, fresh record of survey 7-40, and the notation "S.S. Smk.No.2-7,40" deferred until the Special Survey has been completed. 15 fathoms of chain cable being supplied at the earliest convenience.

Survey Fee (per Section 29) £ 250:00

Special Damage or Repair Fee (if any) (per Sec. 29) £ 130:00

Travelling Expenses (if chargeable) £ 75:00

Second Surveyor's Fee (if any) £ 5:00

Fees applied for, 11. 7. 1940

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE: 8 OCT 1940

Rec'd Survey delayed at end Nov.

Lloyd's Register Foundation

S.S. "YURI MARU".

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

Ash shoot and plating under same examined and found in good condition.

No.4 D.B.tank under engine tested with a head of water as required by the Rules and found tight.

Decks, casings, hatchways, hatches and web plates, tarpaulins, cleats & fastenings, ventilators with coamings and covers, windlass, steering engine, rods, chains, sheaves and hand gears, pumps, W.T.doors, 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 or now placed in good condition.

Freeboard verified.

The following parts re-done at this time:-

Fore & after peak tanks and all double bottom tanks examined internally.

Fore & after peak tanks and No.2 double bottom tank tested.

Fore peak store, No.2 hold, cross and side bunkers examined.

Note:- This vessel in under Special circumstances, and as sand ballast was in the lower holds, temporary accommodations ^{are} fitted in the tween decks and moreover the repair time was limited.

The following requirements for Completion of the 2nd S.S.No.2 could not be carried out at this time:-

1. Nos.1,3,4 & 5 holds & tween deck spaces to be examined.
2. Nos.1,3,5 & 6 double bottom tanks to be tested.
3. Dry tank (under boiler) to be further examined and repaired.
4. Water tight bulkhead between cross bunker & boiler room to be specially examined and repaired.

The repairs to dry tank and water tight bulkhead have been part ~~repaired~~ carried out, but not completed in time.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	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.	Stain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Yka. 236	15	2 5/16	25	14	7547-3	2340-0-0	15	2 5/16	S.L.	Tokyo Seisa	24or26-6-40 Yka. KK.
" 237	"	"	"	"	47-3-21	"	"	"	"	"	"
" 238	"	"	"	"	47-3-27	"	"	"	"	"	"
" 239	"	"	"	"	48-0-0	"	"	"	"	"	"
Iron Steam Chain or Steel Wire...											

The Owners representative specially request that the foregoing repairs and examinations may be postponed until the vessel is released ^{at} about this time next year.

As the vessel was generally examined by the undersigned and found still in safe condition for the time being, the Owners request is submitted for the favourable consideration of the Committee. The Japanese Government has agreed with the Owners request.

Continued.

Rpt. 9a.

Port of SHIMONOSEKI

Continuation of Report No. 2592 dated 11th July 1940 on the

S.S. "YURI MARU"

Special Reasons List:-

Rudder main piece (EW 9-37) specially examined and found good except small groovings in way of Nos.2 & 3 gudgeons from bottom, built up by E.welding.

Permanent repairs to Rudder and forward end Keel plates have now been dealt with as stated below.

60 fathoms of Chain cables renewed.
One repaired length of chain cable ~~was sent to chain makers for retesting, but could not be got it back in time.~~ ^{was sent to chain makers for retesting, but could not be got it back in time.}
The Owners promised that the chain cables will be placed on board as soon as the retesting is completed.

Repairs due to damage:-

a):- 3rd rudder arm from top--renewed.
rudder plate--~~removed~~ removed, faired & refitted.
rudder main piece--~~removed~~ removed, faired and refitted.
To effect the above repairs the rudder lifted, 4th, 5th & 6th rudder arms from top, renewed, and grease packing renewed in the stuffing box.

b):- No.1 keel plate (from stem)-- renewed.
No.2 keel plate (from stem)-- faired in place.
Bottom angles of centre girder & floor in way faired in place.
On completion of repairs, fore peak & No.1 double bottom tanks tested & found tight.

Repairs due to wear & tear:-

Shell plates:- Stem plate in 3rd below sheer--renewed.
No.2 plates (from stem) in 6th below sheer--renewed on P & S sides.
No.3 plates (from stem) in 3rd below sheer--renewed, on P & S sides.

No.1 D.B.tank:- 10 floor vertical angles (P-4 & S-6) to margin plate--renewed.
Margin plate cracked (P.S) same cut out and part doubled. (S.side)

Dry tank:- One floor on P.side and 9 outer side girder intercostal plates part renewed.
Margin plate wasted on P side and part renewed.

Cross bunker:- 2 bulkhead plates and 6 vertical stiffeners and their heel brackets renewed.

Side bunker:- 4 coal hatches & 2 deck beams renewed on shelter deck.
2 upper tween deck stringer plates (P & S) renewed.
One frame (S.side) renewed.
9 frame brackets to upper tween deck beams (P-3 & S-6) renewed.
Screen bulkhead to No.3 lower tween deck part renewed, on P & S sides.

Fore peak store:- 3 frames and 2 brackets renewed.

Chain cables:- 60 fathoms of wasted chain cables renewed, with new chain cable of correct size and weight. For further particulars see tables.

No.3 Hold:- Hatch coaming plate and deck plates at forward end part renewed on upper tween deck.
On completion of repairs, shell and deck platings tested and found tight.
Other minor repairs effected.