

REPORT OF SURVEY FOR REPAIRS, &c

Date of writing Report 11th Jul 1940 When handed in at Local Office 11th July 1940 Port of SHIMONOSEKI

No. in Reg. Book. Survey held at SHIMONOSEKI Date, First Survey 21st June Last Survey 8th July 1940.

35139
36928

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

TONNAGE:— Built at O. Harima By whom Harima Dkyd Co. When 1919 MONTH 8
GROSS 6787 Owners Kokusai Kisen K.K. Owners' Address /
UNDER DK. 6507 Managers / Port belonging to Kobe
NET 5085

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Hikoshima Dock Destined Voyage /
Cell/Dor/Dba feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 2555 Port SMK.

CHARACTER. &c for Special Survey. Date of last Survey and of Periodical Survey.	Machinery and Boiler Surveys (including date of N.B., in any).
*100AI Shelter dk	*LMC 9-37
with freebd 11-38	BS 2-40.
ssNag.No.3-11,31	TS(UL) 3-38
ssKob.No.1-36	

(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 ft. 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 Faired or Repaired	1							
Faired or Repaired in place	1					c.g. and floor		Bottom angles.

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Felt.)	
Decks Good	Bulkheads Good	When fitted, Month	Year
Caulking of Decks "	Ceiling "	Boats Good	
Coamings "	Cement or Asphalt "	Masts, Yards, &c. "	
Beams & Fastenings /	Rudder Good	Condition, how ascertained from aloft (State if wedges removed)	
Outside Plating Good	Steering gear and its connections "	Equipment letter	at
" " in way of sidelights "	Windlass "	Anchors, No. of	3B 1S 1K
Frames "	Have pumps been examined and found efficient? Yes	Cables (State if now ranged) Yes	
Reverse Frames /	Have Sluice Valves been examined and found efficient? /	" length 2 5/16 1/8 (on board) mean diam.	
Longitudinals /	Have Watertight Doors been examined and found efficient? Yes	" Rule length 270 size 2 5/16	
Transverses /	Have Ventilators and their Coamings been examined and found efficient? Yes	Chain Locker Good	
Floors Good	Air and Sounding Pipes good	Hawsers & Warps "	
Keelsons "	Doubling Plates under Sounding Pipes good	Standing and Running Rigging "	
Stringers "		Sails /	
Inner Bottom Plating "			
Have the Tanks been examined internally? Yes			
Have the Tanks been tested? Yes			

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	Fees applied for, 11. 7. 1940
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 130:00	Received by me, 19
Travelling Expenses (if chargeable)	£ 75:00	
Second Surveyor's Fee (if any)	£ 5:00	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned

9 Deferred for AO
S7.40 Comp. 2 sp. 2
+ 7.40

TUE: 8 OCT 1940

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to 804557-009564-005512

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 anglesp 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:-

- Nos.1,3,4 & 5 holds & tween deck spaces to be examined.
- Nos.1,3,5 & 6 double bottom tanks to be tested.
- Dry tank (under boiler) to be further examined and repaired.
- 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 repairs 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.			
	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	75	47-3-23	40-0-0	15	2 5/16	S.L.	24or26-6-40 Yka. KK.
" 237	"	"	"	"	"	47-3-21	"	"	"	"	"
" 238	"	"	"	"	"	47-3-27	"	"	"	"	"
" 239	"	"	"	"	"	48-0-0	"	"	"	"	"

The Owners representative specially request that the foregoing repairs and examinations may be postponed until the vessel is released or 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.

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 get it back in time.~~ was sent to chain makers for retesting, but could not be get 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. *in way of repairs m/c*

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. *m/c*

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much stamped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Refered
1000/10
7-40-40
FRI. 12 JUN 1942
ONLY CLASS
ON RE-PRINT.

