

COPY  
Lloyd's Register of Shipping.



Port Kobe.

12th May, 1941.

This is to Certify that

S. Arima,

the undersigned Surveyor to this Society did at the request of  
Messrs. Naigai Kisen Kaisha, Ltd., survey the

S.S. "KOTOHIAR MANU",

6101 tons gross, of Kobe,

on the 24th April, 1941 and subsequently, whilst the vessel lay afloat and in dry dock at Messrs. Osaka Iron Works, Ltd., Innoshima Yard, for the purpose of ascertaining the nature and extent of damage stated to have been caused by the vessel bumping against the Government Coal Pier at Muroran on the 11th April, 1941, whilst coming alongside, afterwards grounding and subsequently flooding in all holds, bunker and machinery space.

It is stated the vessel bumping against the pier at 1.25 p.m., subsequently flooding in holds due to broken shell plating under water, and then went aground at 1.45 p.m. on the 11th April, 1941. After efficient temporary repairs carried out she was refloated at 3.00 p.m. on the 14th April, 1941, under her own power.

For further particulars see Log Books.

The undersigned upon examination,

FOUND

No structural damage was found  
at bottom.

RECOMMENDED

(P.T.O.). *UA*

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy 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 any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S/s "KOTOHIRA MARU".

Kobe, 12th May, 1941.

FOUND

Bottom paint, scratched at starboard aft.

RECOMMENDED

To be cleaned and recoated.

On Starboard Side.Shell Plates, (Plates numbered from Stem).

2 plates, "E-6" &amp; "F-4", badly buckled and broken. To be renewed.

2 plates, "F-5" &amp; "F-6", badly buckled. To be renewed.

One plate, "G-4", buckled. To be removed, faired &amp; refitted.

4 plates, "D-6", "E-5", "F-3" &amp; "H-5", slightly indented. To be faired in place.

Frames etc. (Frames numbered from Aft):-

2 main frames (with reverse frames), F. Nos.137 &amp; 138, badly buckled. To be cropped and part renewed with butt straps.

One main frame (with reverse frame), F. No.136, buckled. To be cropped, faired and refitted with new butt strap.

4 main frames, F.Nos.142, 146, 150 &amp; 151, slightly set in. To be faired in place.

2 margin brackets, F.Nos.136 &amp; 138, badly buckled. To be renewed.

2 horizontal brackets to front W.T. bulkhead in No.2 hold, badly buckled. 2 bracket plates with 4 shell angles to be renewed.

4 bilge suction pipes in No.2 hold, broken or bent. 2 pipes to be renewed and 2 pipes be repaired as necessary.

Side sparring in way of damage, broken. To be renewed.

Also Recommended

All holds, coal bunker, engine and boiler rooms and shaft tunnel including bilges and tank tops to be cleaned and recoated as necessary.

All bilge connections to be cleaned, examined and tested.

Tank top ceiling, limbers and side sparring to be repaired or renewed as necessary.

(continued). N.A.

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S/S "KOTOHIRA MARU",

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Also Recommended.

Engine room telegraph to be overhauled, cleaned and adjusted.

3 W.T.doors at boiler room front bulkhead or engine room aft bulkhead to be cleaned and adjusted.

In the vicinity of the damage slack or started rivets to be renewed or recaulked and leaky seams be recaulked as necessary.

Temporary filled cement box in way of damage to be dismantled to effect permanent repairs.

It is further recommended that all removals necessary to effect permanent repairs to be replaced in good order, repaired shell plating to be hose tested, new and disturbed work be recoated where necessary on completion of repairs.

*V. A. ...*

*Surveyor to Lloyd's Register.*

MACHINERY

FOUND

It is stated that the machinery space was flooded by sea water about 12 feet above tank top.

Asbestos lagging for 3 main boilers, part damaged by water.

RECOMMENDED

Main engine crank, thrust and intermediate shafts to be examined.

Main bilge pump to be overhauled, examined and repaired, if necessary.

3 main boilers to be opened up, examined and repaired, if necessary.

To be renewed as necessary.

(continued). *V.A.*



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S/S "KOTOHIRA MARU",

Kobe, 12th May, 1941.

## FOUND

Asbestos lagging for auxiliary machinery in engine room, damaged by water.

One 15 K.W. dynamo, damaged by water.

Main switchboard and fittings, damaged by water.

Electric wiring and fitting in engine & boiler rooms and shaft tunnel, damaged by water.

Forced draught fan casing.

Wooden flooring in engine, & boiler rooms and shaft tunnel, damaged or lost.

Running stores as per list stated to have been damaged or lost. To be supplied.

It is further recommended that the all removals to effect repairs to be replaced in good order.

The foregoing recommendations were made in order to place the Hull and Machinery as in efficient condition as before the damage was sustained and have now been carried out satisfactorily.

Fee & Expenses as per Account.

## RECOMMENDED

Auxiliary machinery in engine room to be overhauled, examined and repaired, if necessary.

To be renewed.

To be taken in shop, cleaned, dried out, tested and repaired as necessary.

To be cleaned, tested and repaired or renewed as necessary.

To be tested and repaired or renewed as necessary.

To be cleaned.

Bilge pipes and rose boxes in machinery space to be removed, cleaned and repaired or renewed as necessary.

All submerged steam and feed pipes to be examined and repaired, if necessary and their lagging to be renewed.

Pressure gauges in machinery space to be tested and repaired or renewed as necessary.

To be renewed or repaired as necessary.



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LIST of running stores stated to have been damaged or lost.

| <u>Item.</u>               | <u>Number.</u> |
|----------------------------|----------------|
| Engine oil, -----          | 50 gallons.    |
| Cylinder oil, -----        | 20 gallons.    |
| Dynamo oil, -----          | 20 gallons.    |
| Celza oil, -----           | 5 gallons.     |
| Kerosene, -----            | 10 gallons.    |
| Kerosene (Lamp use), ----- | 10 gallons.    |
| Boiled oil, -----          | 20 gallons.    |
| Boiler compound, -----     | 2 cans.        |
| Graphite, -----            | 2 cans.        |
| Paint, red lead, -----     | 2 cans.        |
| Paint, white lead, -----   | 2 cans.        |
| Soda, -----                | 3 boxes.       |
| Cokes, -----               | 2 bags.        |
| Superheater packing, ----- | 5 sheets.      |
| Lime, -----                | 5 bags.        |

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*V. A. Ima*

*Surveyor to Lloyd's Register.*



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