

Date of writing Report.....20/5/40..... When handed in at Local Office.....22nd May 40..... Port of.....Kobe.....

No. in Reg. Book. *Survey held at* Tama. *Date, First Survey* 17/4/40 *Last Survey* 13/5/1940.
(No. of Visits Five.)

77720 ~~27890~~ on the ~~Wood, Iron or~~ Steel

M.S. "KORYU MARU".

Date, First Survey 17/4/40 Last Survey 13/5/1940.
(No. of Visits Five.)

TONNAGE:—	
GROSS	6680
UNDER DK.	6048
NET	4768

Built at Nagasaki.

By whom Mitsubsihi Zosen Kaisha, Ltd. When

YEAR.	MONTH.
1931	12

Owners Hiroumi Syozi Kabusiki Kaisya.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to Kobe.

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock.

Destined Voyage

$R_B = \text{Cell DB or DBa}$ feet; $uE\&B$ feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

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

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, etc., and of the inner bottom plating, especially in the boiler space.

CHARACTER. ✱ for Special Survey. Date of last survey and of Periodical Surveys	Years Assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
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Last Report, No. 11181 Port Nobe

*100A1	4,39	*LMC (CS) 7,36
		4,39
		DBS 4,39
		TS (CL) 5,38

Carrying cargo oil F.P. above
150°F. in deep tanks.

ssKob.No.1-36.

Society's Freeboard (if assigned) as } -- ft. -- in.
 painted on Ship and now verified }
 See also Kob.Dam.Rpt
 dated 12/7/39.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY No.2, SRL & DAMAGE stated to have been caused "A" by colliding with the M.S. "RYOYO MARU", of Yokohama, on the 20th June 1939 at Tomogashima Suido. "B" grounding at 6.25 p.m. on the 28th January 1940 at the mouth of river Berau, whilst on a voyage from Naga, Borneo to Nagoya, Japan, via Zamboanga, P.I. "C" by jettisoning timber cargo to refloat herself after grounding at the mouth of river Berau between the dates 28th and 30th January 1940 whilst on a voyage from Naga, Borneo to Nagoya, Japan, via Zamboanga, P.I. "D" by heavy weather, date and place not stated. Damage Report not required. For further particulars of "A", "B" & "C" Damage please see Kobe Damage Reports dated 15th May 1940.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder (lifted), stern frame and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

(P.T.O.).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	B. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	2							AS/Ref 7
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE		Good		Good		Copper, or Y.M. of Wood Vessels (State if on Felt).	
Decks	Good	State if Tanks have been examined inside	Yes.	Air and Sounding Pipes	Good	When put on, Month	Year
Caulking of Decks	"	State if Tanks now tested	Yes.	Dblng. Plates under Sounding Pipes	"	Boats	Good
Coamings	"	Bulkheads	Good	Engine Room Skylights	"	Masts, Yards, &c.	"
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	--	Condition, how ascertained	From aloft
Outside Plating	"	Cement or ISPAK (State which.)	"	Oil Bunkers	Good	(State if wedges removed)	--
" " in way of sidelights	"	Rudder	"	Scuppers	"	Sails	b+
Breasthooks	"	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	3B. 13.
Transoms	"	Windlass	"	Hatches	--	Chain Locker	Good
Frames	"	Have pumps now been examined and found efficient?	Yes.	Planking of Wood Vessels	--	Cables (State if now ranged)	Yes.
Reverse Frames	--	Have Sluice Valves now been examined and found efficient?	--	Caulking ditto	--	" length	300 fms mean diamr. 2-6
Longitudinals	--	Have Watertight Doors now been examined and found efficient?	Yes.	Treenails ditto	--	" Rule length	300 fms size 2-6
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson ditto	--	Hawser & Warps	Good
Floors	Good			Transoms Pointers, & Crutches ditto	--	Standing and Running Rigging	"
Keelsons	"			Timbers of Frame at openings ditto	--		
Stringers	"			Ditto Ditto at other places ditto	--		
Inner Bottom Plating	"			Stringers, Clamps & Shells ditto	--		
				Salting ditto	--		
				(State if examined.)			

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 now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd24, &c."

This vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 5,40 and the Notation S.S.Kob.No.2-40 as previously recommended.

Survey Fee (per Section 20)	Yen	310:00 ✓
	("A" ... Yen	50:00 ✓
Special Damage or Repair Fee (if any)	("B" ... Yen	75:00 ✓
(per Sec. 20)	("C" ... Yen	50:00 ✓
Travelling Expenses (if chargeable)	Yen	119:00 ✓
(Including Machinery).		
Second Surveyor's Fee (if any)	£	

Fees applied for, ✓
15/5/ 19 40

Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 19 JUL 1940

1000⁰⁰ Sp. Cons.
Carr. cargo oil cc in S. L. S. No. 2-40
+ Lmb. 5-40 5-40 5-40

010369-010377-0189½

