

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/5/1940 When handed in at Local Office 22nd May 1940 Port of Kobe.

No. in Reg. Book 77720 27890 on the ~~Wood Iron~~ 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 1931 MONTH 12 Owners Hiroumi Syozi Kabusiki Kaisya. Owners' Address (if not already recorded in Appendix to Register Book). Managers Port belonging to Kobe.

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock. Destined Voyage Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CB=CellDBorDBa feet; uE&B feet; f feet; total capacity tons. FPT tons; APT tons; MI feet tons.

CHARACTER.	Year assigned or now required	Machinery and Boiler Surveys (including date of N.B., if any)
*100AL	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.		

Last Report, No. 11181 Port Kobe

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs.

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 See below--

Society's Freeboard (if assigned) as 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.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:--
Renewed	2							AS/Rep 7
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	Good	Yes.	Yes.	Good	Good	State if on Felt.	--
Caulking of Decks	"	Yes.	Yes.	"	"	When put on, Month	--
Coamings	"	Good	Good	Engine Room Skylights	"	Year	--
Beams & Fastenings	"	"	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	Good
Outside Plating	"	"	"	Oil Bunkers	See Report	Masts, Yards, &c.	"
" " in way of sidelights	"	"	"	Scuppers	Good	Condition, how ascertained	From aloft.
Breasthooks	"	"	"	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	"	"	"	Hatches	"	Sails	--
Frames	"	"	"	Planking of Wood Vessels	--	Equipment letter	b+
Reverse Frames	--	Yes.	Yes.	Caulking	ditto	3B. 1S.	
Longitudinals	--	efficient?	efficient?	Treenails	ditto	Chain Locker	Good
Transverses	--	Have pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes.
Floors	Good	Have Watertight Doors now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Transoms Pointers, & Crutches	ditto	" length 300 fms. mean diam.	2-6/16" ✓
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	ditto	" length (on board) 300 fms. size	2-6/16" ✓
Stringers	"			Ditto Ditto at other places	ditto	Rule length	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	ditto	Hawser & Warps	Good
				Salting (State if examined.)	ditto	Standing and Running Rigging	"

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 " No. 1-24 and ptd24, &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	Fees applied for, 15/5/19 40
Special Damage or Repair Fee (if any) (per Sec. 20)	"A" .. Yen 50:00 "B" .. Yen 75:00 "C" .. Yen 50:00	Received by me, 19
Travelling Expenses (if chargeable) (Including Machinery)	Yen 119:00	
Second Surveyor's Fee (if any)	£	

Committee's Minute FRI. 19 JUL 1940 Character Assigned 100ft Spl. Cons. Carr. cargo oil etc in S.S. No. 2-40 + Lmb. 5-40 DBS 5-40



Holds, tween decks, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space cleared for survey, ceiling lifted as required by rules, oxidation removed, and steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

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

Double bottom tanks, deep tanks, wing tanks, and fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, fore and afters, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, rods, chains, sheaves and hand gear, 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.

The whole of the rules requirements for S.S.No.2 have now been complied with **S.R.L.:-** Complete S.S.No.2 survey held at this time.

Permanent repairs to starboard side forward shell platings have now been carried out as per attached damage report "A".

"A" DAMAGE REPAIRS:- (Please see also Kobe Damage Report dated 12th July 1939).

Starboard side Shell Plating in way of No.1 Hold:-

No.3 plate in the strake 1st below upper deck sheer strake - renewed.

No.4 plate in the strake 2nd below upper deck sheer strake - renewed.

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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

All removals replaced in good order.

Repairs hose tested on completion and found tight.

New and disturbed parts recoated where necessary.

NOTE:- These two plates have each been renewed in two lengths with a suitable shift of butts.

"B" DAMAGE REPAIRS:-

Bottom paint work - cleaned and recoated.

About 60 rivets in butts of bottom shell plating/- caulked and electrically welded as necessary and about 10 feet of seam /- caulked. (Continued).

"B" DAMAGE REPAIRS:- (Cont.)

4 Zinc strips at sea inlet grids - fitted.

"C" DAMAGE REPAIRS:-

Hand Rails:-

About 15 feet of hand rails and 2 stanchions renewed and about 45 feet of hand rail and 6 stanchions and 1 stay - at forecastle and poop decks - repaired.

The curtain plate at the after end of the forecastle deck, in way of the bent stanchions - faired in place.

Bulwark:-

Bulwark bulb angle top rails, port side abreast Nos.1, 2 & 3 Hatches, at 10 places - faired in place.

Hatch Coaming:-

Starboard side coaming (bulb angle) of No.3 lower hatch - at one place - faired in place.

Starboard side coaming of No.5 Hatch (plate and half round bar) and bulb angle stiffener in way - faired in place.

Forward Starboard Wing Tank:-

It was stated that a shell rivet in the forward starboard wing tank in the Engine room was removed for the purpose of flooding this tank with sea water for use in circulating the water jackets of the dynamo engine on account of the sea inlets being choked whilst was aground. After the vessel refloated this rivet hole was made tight with a bolt and washers.

The Forward starboard wing tank in the Engine Room cleaned out and the bolt replaced with a rivet.

No.1 Hatch, Port Side Cargo Derrick:-

It was stated that this derrick was bent (maximum deflection at mid length was about 4 inches) by falling on the forecastle deck hand rail due to breaking of the shackle of the topping lift.

The topping lift shackle was renewed and the derrick repaired ashore and was examined, in place after repair, and after testing by a load of 6½ tons and found satisfactory.

"D" DAMAGE REPAIRS:- (Damage Report not requested).

Winch platform in way of main mast, forward bulwark plate and top plate locally indented.

Bulwark plate - faired in place.

Top plate - removed, faired and refitted.

REPAIRS DUE TO WEAR AND TEAR:-

About 160 slack rivets in No.3, port and starboard, double bottom tanks - renewed. These are all attachment rivets of bracket floor to frames.

100 hatch boards and 6 sheets of tarpaulin placed on board.

Other minor repairs effected.

[Handwritten mark]

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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.