

COPY

Lloyd's Register of Shipping.

Port Kobe.

15th May 1940.

" DAMAGE

This is to Certify that

Y. Hamada,

the undersigned Surveyor to this Society did at the request of

Messrs. Hiroumi Syozai Kabusiki Kaisha, survey the

M.S. "KORYU MARU", 6680 tons gross, of Kobe,

on the 22nd April 1940 and subsequently, whilst the vessel lay in

dry dock at Tama, for the purpose of ascertaining the nature and

extent of damage stated to have been caused by grounding at 6.25

a.m. on the 28th January 1940 at the mouth of the river Berau,

whilst on a voyage from Naga, Borneo to Nagoya, Japan, via Zamboanga,

I.

The vessel is stated to have remained aground until 8.05

a.m. on the 30th January 1940 when she was refloated under her own

power.

For further particulars see Log Books.

The undersigned upon examination,

FOUND

RECOMMENDED

Vessel placed in dry dock for examination.

No structural damage to have been sustained.

Bottom paint work slightly scored locally in whole length.

Bottom to be cleaned and recoated.

(continued).

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 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 Committees, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or omission of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

COPY

(2)

Continuation of "B" Damage Report on the M.S. "KORYU MARU",
Kobe, 15th May 1940.

FOUND

About 60 rivets in the butts of
bottom shell plating and about
10 feet of seam, at forward end,
slightly leaking.

4 zinc strips at sea inlet grids,
missing.

RECOMMENDED

Rivets to be caulked and electrical-
ly welded as necessary and seam be
caulked.

Zinc strips to be fitted.

The foregoing recommendations were made to place the vessel
in as good condition as before the damage was sustained and the repairs
have now been completed to my satisfaction.

Y. Hamada
Surveyor to Lloyd's Register.

Fee & Expenses, as per account.



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Foundation