

COPY

Lloyd's Register of Shipping.



Port Kobe.

15th May 1940.

"C" DAMAGE

This is to Certify that

the undersigned Surveyor to this Society did at the request of Messrs. Hiroumi Syozi Kabusiki Kaisya, 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 and afloat at Tama, for the purpose of ascertaining the nature and extent of damage stated to have been caused whilst 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.

For further particulars see Log Books.

The undersigned upon examination,

FOUND

RECOMMENDED

Hand Rails.

About 60 feet of hand rail, 8 stanchions and 1 stay at Forecastle and Poop decks, partly bent or broken.

About 15 feet of hand rail and 2 stanchions to be renewed and the remainder be repaired.

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

To be faired in place.

(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 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."

Foundation

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

FOUNDRECOMMENDEDBulwark.

Bulwark bulb angle top rails,
port side abreast Nos.1, 2 &
Hatches, locally bent at
10 places.

To be faired in place.

Hatch Coaming.

Starboard side coaming (bulb
angle) of No.3 lower hatch,
bent at one place.

To be faired in place.

Starboard side coaming of No.5
hatch (plate and half round bar)
and bulb angle stiffener in way,
slightly buckled.

To be faired in place.

Forward starboard Wing Tank:-

It is 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 the vessel was aground. After the vessel refloated this rivet hole was made tight with a bolt and washers.

It is recommended that the forward starboard wing tank in the Engine Room be cleaned out and the bolt replaced with a rivet.

MACHINERY RECOMMENDATION:-

It is further recommended that all sea valves and cocks and their connections, the general service pump, 2 jacket cooling pumps, lubricating oil cooler and piston cooling water cooler be opened out, cleaned and all be replaced in good condition.

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.

Hamada
Surveyor to Lloyd's Register
(Continued)

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

No.1 Hatch, Port Side Cargo Derrick:-

It is 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 by Messrs. Mitsubishi Jukogyo Kaisha, Ltd., Kobe and was examined, in place after repair, by the undersigned before and after testing by a load of $6\frac{1}{2}$ tons and found satisfactory.

Hanada
Surveyor to Lloyd's Register.

Fee and Expenses as per account.



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