

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 5/11/34. When handed in at Local Office 5/11/34 Port of Kobe.  
No. in Survey held at Onomichi. Date, First Survey 16/10/34 Last Survey 20/10/1934.  
Reg. Book. 88033 on the ~~Wasa, Iron or Steel~~ S/S "YEIRYO MARU".

TONNAGE: — Built at W. Hartlepool. By whom Irvine's S.B. & D.D. Co. Ltd. When 1905 1  
GROSS 3439 Owners Tanaka Kisen Goshi Kaisha. Owners' Address  
UNDER DK. 3259 Managers Port belonging to Dairen.  
NET 2104

Surveyed Afloat or in Dry Dock? Both Name of Dock Mukaijima Dock. Destined Voyage  
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } 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 insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 8339 Port Kob.

(Periodical Surveys, when held, must be reported in detail and seriation 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. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY AND SRL

NOW DONE:—Vessel placed in dry dock. Hull, bottom, stern frame and rudder cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, vents and coamings and general equipment examined and found or now placed in good condition.

Cables ranged.

S.R.L.:— 30 fathoms chain cable has now been renewed. For further particulars see back.

REPAIRS DUE TO WEAR AND TEAR:—

Rudder gudgeons all rebushed.

3 upper deck plate at aft end of No.4 hatch renewed.

FREEBOARDS:— The convention Freeboards have been assigned by the Japanese Government and the

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	—	Dble. Plates under Sounding Pipes	—	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	"	State if Tanks now tested	—	Engine Room Skylights	Good	(State if on Felt).	—
Coamings	"	Bulkheads	—	Coal Bunkers, Open'gs, Lids, &c.	—	When put on, Month	—
Beams & Fastenings	—	Ceiling	—	Scuppers	—	Boats	Good
Outside Plating	Good	Cement or Asphalt	—	Cargo Hatchways	Good	Masts, Yards, &c.	"
Breasthooks	—	(State which.)	Good	Hatches	"	Condition, how ascertained	From deck.
Transoms	—	Rudder	"	Planking of Wood Vessels	—	(State if wedges removed)	—
Frames	—	Steering gear and its connections	"	Caulking	ditto	Sails	—
Reverse Frames	—	Windlass	"	Treenails	ditto	Equipment letter	V
Longitudinals	—	Have Pumps now been examined and found efficient?	—	Breasthooks & Stemson	ditto	Anchors, No. of	3B. 1S. 1K.
Transverses	—	Have Sluice Valves now been examined and found efficient?	—	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	Yes
Floors	—	Have Watertight Doors now been examined and found efficient?	—	Timbers of Frame at openings	ditto	length 270 fms. size 2"	13/16"
Keelsons	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto Ditto at other places	ditto	Rule length 270 fms. size 2"	13/16"
Stringers	—			Stringers, Clamps & Shelves	ditto	Hawser & Warps	—
Inner Bottom Plating	—			Salting	ditto	Standing and Running Rigging	—

## General Observations, Opinion as to Class, Recommendation, &amp;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 pND24, &c."

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 10,34.

Survey Fee (per Section 29) Yen 85:00  
Special Damage or Repair Fee (if any) —  
Travelling Expenses (if chargeable) Yen 27:00  
(Including Machinery)  
Second Surveyor's Fee (if any) —

Fees applied for, 5/11/19 34.  
Received by me, 19.

Committee's Minute

Character Assigned

S1034

FRI. 7 DEC 1934

100A1  
without spl. condn  
B. 10.34

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W555-0075

The summer freeboard is stated to be 1321 m/m and the draft 21'1".

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.

~~IF~~ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

## ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

This Certificate  
"While the  
be understood  
inaccuracy in  
publication of the  
Surveyors, or

—10m 6.32

travelling e

Commi  
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