

COPY

Lloyd's Register of Shipping.



Port Kobe.

29th November, 1934.

This is to Certify that

H. Kamekura,
the undersigned Surveyor to this Society did at the request of

the Owners, survey the Steel Screw Motor Ship,

"KOYASAKI MARU",

1998 tons gross, of Kobe,

on the 19th November, 1934, and subsequently whilst the vessel lay afloat and in dry dock at Tama, for the purpose of ascertaining the nature and extent of damage stated to have been caused by collision with the auxiliary screw sailing vessel "SHOWA MARU No.2", on the 14th February, 1934, at Kobe harbour, whilst on a voyage from Kobe to Tama.

For further particulars see Log Books.

The undersigned upon examination,

FOUND

RECOMMENDED

Starboard Side.

D 10 shell plate, slightly indented. To be faired in place.

E 12 shell plate, badly indented. To be renewed.

F 12 shell plate, badly indented. To be renewed.

F 15 shell plate, slightly indented. To be faired in place.

G 13 shell plate, slightly indented. To be faired in place.

2 bulb angle frames (Main and reverse) in way of above, set in. To be renewed, faired and refitted.

(continued).

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Surveyors, or other Officers or Agents of the Society."

COPY

(2)

Continuation of Damage Report on the M.S. "KOYASHI MARU",
Kobe, 29th November, 1934.

FOUND

RECOMMENDED

bulb angle frames (Main and
averse) in way of above, set in.

To be faired in place.

lower panting stringer, 2 inter-
costal plates, buckled.

To be removed, faired & refitted.

upper panting stringer, 3 inter-
costal plates, buckled.

To be removed, faired & refitted.

no lengths of stringer angle for
above, bent.

To be removed, faired & refitted.

On completion of repairs, Fore Peak Tank to be tested and repaired
shell plating to be hose tested.

All removals necessary to effect the damage repairs to be refitted
in good order.

Thick cement and wash cement to be renewed where broken or disturbed.

Repaired parts to be recoated as before.

The above recommendations have now been carried out satisfactorily.

See,.....Yen 90:00
expenses,....Yen 20:00

M. Samakura
ASSIST. SURVEYOR TO LLOYD'S REGISTER.



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Lloyd's Register
Foundation^{2/2}
W 681-0132