

21 SEP 1931

WRECK NO.

No. 7472

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

Date of writing Report 4/9/31 When handed in at Local Office 6/9/31 Port of Kobe.

No. in Survey held at Inmoshima. Date, First Survey 24/8/31 Last Survey 31/8/1931.

Reg. Book 38950 on the Wood-Louise Steel SINGLE SCREW STEAMER "YONAN MARU"

TONNAGE 7154 Built at Inmoshima. By whom Osaka Iron Works, Ltd. When 1919 MONTH 10

GROSS 6111 Owners Nippon Kyodo Kisen Kab. Kaisha. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DEK. 5179 Managers Nippon Kisen Kabushiki Kaisha. Port belonging to Kobe.

Surveyed Afloat or in Dry Dock? Both Name of Dock Habu dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted 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. 7040 Port Kob

Periodical Surveys, when held, must be reported in detail and seriatim 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, COMPLETION OF S.S.No.3. S.R.L. & REPAIR OF DAMAGE "A" stated to have been caused by striking quay wall

on 1/7/31 at Portland, Oregon and DAMAGE "B" by striking No.8 Buoy on 7/8/31 at Shanghai.

For further particulars see Kobe damage reports dated 3rd. September 1931.

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, hatches and supports, vents and coamings, holds and tween deck spaces, and general equipment examined and found or now placed in good condition.

Ash shoots and plating in way of same specially examined and found in good condition.

Cables ranged and freeboard verified.

NOW DONE as completion of S.S.No.3:-

| SUMMARY OF DAMAGE REPAIRS:—    | Shell Plates. | Frames. (Impd.) | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— (Sigs. Cal) |
|--------------------------------|---------------|-----------------|------------|---------|--------|--------------|-------------|---------------------------|
| Renewed                        |               |                 |            |         |        |              |             |                           |
| Removed and Paired or Repaired | 3             | 2               |            |         |        |              |             |                           |
| Faired or Repaired in place    | 2             | 1               |            |         |        |              |             |                           |

## PRESENT CONDITION OF THE

|                      |             |                                                                        |             |                                    |             |                                     |                    |
|----------------------|-------------|------------------------------------------------------------------------|-------------|------------------------------------|-------------|-------------------------------------|--------------------|
| Decks                | <u>Good</u> | State if Tanks have been examined inside                               | --          | Dging. Plates under Sounding Pipes | --          | Copper, or Y.M. of Wood Vessels     | --                 |
| Caulking of Decks    | "           | State if Tanks now tested                                              | --          | Engine Room Skylights              | <u>Good</u> | (State if on Fell).                 | --                 |
| Coamings             | "           | Bulkheads                                                              | <u>Good</u> | Coal Bunkers, Open'gs, Lids, &c.   | "           | When put on, Month                  | --                 |
| Beams & Fastenings   | --          | Ceiling                                                                | "           | Scuppers                           | "           | Boats                               | <u>Good</u>        |
| Outside Plating      | <u>Good</u> | Cement or Asphalt (State which.)                                       | <u>Good</u> | Cargo Hatchways                    | "           | Masts, Yards, &c.                   | "                  |
| Breasthooks          | --          | Rudder                                                                 | <u>Good</u> | Hatches                            | "           | Condition, how ascertained          | <u>From deck.</u>  |
| Transoms             | --          | Steering gear and its connections                                      | "           | Planking of Wood Vessels           | --          | (State if wedges removed)           | --                 |
| Frames               | --          | Windlass                                                               | "           | Gaulking                           | ditto       | Sails                               | --                 |
| Reverse Frames       | --          | Have Pumps now been examined and found efficient?                      | <u>Yes</u>  | Treenails                          | ditto       | Equipment letter                    | <u>at</u>          |
| Longitudinals        | <u>Good</u> | Have Sluice Valves now been examined and found efficient?              | --          | Breasthooks & Stimson              | ditto       | Anchors, No. of                     | <u>3B. 13. 1K.</u> |
| Transverses          | "           | Have Watertight Doors now been examined and found efficient?           | <u>Yes</u>  | Transoms, Pointers, & Crutches     | ditto       | Cables (State if now ranged)        | <u>Yes</u>         |
| Floors               | <u>Good</u> | Have Ventilators and their Coamings been examined and found efficient? | <u>Yes</u>  | Timbers of Frame at openings       | ditto       | " length 270 fms. size 2 1/2"       |                    |
| Keelsons             | --          |                                                                        |             | Ditto ditto at other places        | ditto       | " Rule length 270 fms. size 2-5/16" |                    |
| Stringers            | --          |                                                                        |             | Stringers, Clamps & Shells         | ditto       | Hawser & Warps                      | <u>Good</u>        |
| 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 ptND24, &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 8,31 and the notation S.S.Kob.No.3-7.30 as previously recommended subject to stern frame and plating in way of main and ballast injection openings (E.W.repairs) being specially examined at next docking.

Survey Fee (per Section 20) Yen 150:00

Special Damage or Repair Fee (if any) Yen 60:00

Travelling Expenses (if chargeable) Yen 57:00

(Including Machinery)

Second Surveyor's Fee (if any) £

Fees applied for, 3/9/31.

Received by me, 19

Asst. Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 29 SEP 1931

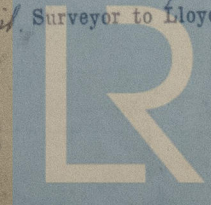
FRI. 22 JAN 1932

Character Assigned

100A1 Subject

CERTIFICATE WRITTEN

Shelter dk. w/



Lloyd's Register Foundation

W638-0087

Tween deck bunkers scaled, examined and found in good condition, afterwards recoated  
Lining on ship's side removed in way of side lights and plating in way of same  
examined and found in good condition.

water tight doors and pumps tested and found in order.

S.R.L.:- stern frame and plating in way of main and ballast injection opening examined and found in good condition.

## REPAIRS DUE TO DAMAGE:-

## DAMAGE "A"

Nos.6 & 7 shell plates in strake 4th. below sheer strake on P.side - removed, raised and refitted.

No.7 plate in strake 5th. below sheer strake on Port side - faired in place.

2 side longitudinals - removed, faired and refitted.

DAMAGE "B"

No.3 shell plate from forward end in D strake on P.side - removed, faired and refitted.

No.2 shell plate from forward end in E strake on port side - faired in place.  
one longitudinal - faired in place.

Port side bilge keel - forward end about 20 feet in length renewed with shell angle.

Starboard side bilge keel - No.3 length from forward end - removed, faired and refitted and shell angle faired in place.

## REPAIRS DUE TO WEAR AND TEAR:-

steering engine worm wheel (wasted) renewed.

J. Jc.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, special 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.

This Certi  
"While the C  
her the Comm  
ed by the Soci  
negligence of t

MM 11-30-C