

REPORT OF SURVEY FOR REPAIRS, &c.

Date of Writing Report 23rd Oct. 1940 When handed in at Local Office 23rd Oct. 1940 Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 25th Sept. 1940 Last Survey 10th Oct. 1940
 g. Book. (No. of Visits Three)

222 on the Wood, Iron or Steel Sc. S. "SYOYO MARU"

TONNAGE:— Built at YOKOHAMA By whom Yokohama Dock Co., Ltd. When 1928 - 3

GROSS 7499 Owners Nippon Tanker K.K. Owners' Address (if not already recorded in Appendix to Register Book).

ORDER DK. 6923 Managers X Port belonging to Tokyo

NET 4484

Surveyed Afloat or in Dry Dock? Dry Dk. Name of Dock M.J.K. Yokohama Destined Voyage X

ellDBoRDBa X feet; uE&B X feet; f X feet } Particulars of Classification (which must be inserted
 tal capacity X tons. FPT X tons; APT X tons; MT X feet X tons. } precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 6903 Port YKa

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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 X

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey.

How done:— Ship 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, casings etc., examined and found or now placed in good condition.

Windlass and steering gear (not opened up) examined and found in good condition.

Cables ranged and examined.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired ...				<u>X</u>				
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>X</u>	Engine Room Skylights <u>Good</u>	Copper, or T.M. <u>(State if on Felt.)</u>
aulking of Decks <u>"</u>	Ceiling <u>X</u>	Coal Bunkers, Openings, Covers, &c. <u>X</u>	When fitted, Month <u>Year</u>
Coamings <u>"</u>	Cement or Asphalt <u>X</u>	Oil Bunkers <u>X</u>	Boats <u>X</u>
Beams & Fastenings <u>X</u>	Rudder <u>Good</u>	Scuppers <u>X</u>	Masts, Yards, &c. <u>X</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>X</u>
" " in way of sidelights <u>X</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed)
Frames <u>X</u>	Have pumps been examined and found efficient? <u>X</u>	Planking <u>X</u>	Equipment letter <u>"of"</u>
Reverse Frames <u>X</u>	Have Sluice Valves been examined and found efficient? <u>X</u>	Caulking <u>X</u>	Anchors, No. of <u>33 1S</u>
Longitudinals <u>X</u>	Have Watertight Doors been examined and found efficient? <u>X</u>	Treenails <u>X</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>X</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>X</u>	" length <u>300 fms</u> mean diamr. <u>2 3/16"</u>
Floors <u>X</u>	Air and Sounding Pipes <u>X</u>	Transoms, Pointers & Crutches <u>X</u>	(on board)
Keelsons <u>X</u>	Doubling Plates under Sounding Pipes <u>X</u>	Timbers of Frame at openings <u>X</u>	" Rule length <u>300 fms</u> size <u>2 6/16"</u>
Stringers <u>X</u>		" " at other places <u>X</u>	Chain Locker <u>stated</u>
Inner Bottom Plating <u>X</u>		Stringers, Clamps & Shelves <u>X</u>	Hawsers & Warps <u>sufficient</u>
Have the Tanks been examined internally? <u>No</u>		Salting <u>(State if examined.)</u>	Standing and Running Rigging <u>efficient</u>
Have the Tanks been tested? <u>See Rpt.</u>			Sails <u>X</u>

General Observations, Opinion as to Class, Recommendation, &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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This ship so far as now seen, is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 10-40. subject

Survey Fee (per Section 29) <u>£ 115.00</u>	Fees applied for, <u>24-10-1940</u>
Special Damage or Repair Fee (if any) <u>X</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) <u>£ 5.00</u>	
Second Surveyor's Fee (if any) <u>£</u>	

Committee's Minute

Character Assigned

FRI 16 MAR 1941

Surveyor to Lloyd's Register of Shipping.

FRI 5 JUN 1942

OMIT CLASS ON RE-PRINT

Lloyd's Register Foundation

007257-007265-0025 1/2

S.S. "SYOYO MARU"

Condition Survey. (continued)

Repairs, wear and tear, Now done:-

Bottom Shell plating: The 15 following plates were found fractured, each at its forward butt lap sight edge: "D" strake, starboard side, No.5; "B" strake, starboard side, No.14 and "3" strake, port side, No.15.

Now done:- The butt laps at each of the above fractures were removed and efficient butt straps fitted in lieu.

Bottom shell plate No.9 on "E" strake, starboard side, was also found fractured at its forward end and at this time **cropped** and part renewed.

On completions, repairs examined with tanks in way under flood test and all found satisfactory.

Note:- A blue print showing (in red) the positions of the aforementioned repairs is forwarded herewith for reference.

A few odd shell and bulkhead rivets renewed or set up as necessary and leaky caulking in seams and butts overhauled as required.

Upper Deck Plating:- A small fracture was found at the forward butt at inner seam of the stringer plate, in way of No.3 summer tank, port side.

This is the same fracture which was electrically welded last May - See Yka.

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]

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Now done:- The above mentioned stringer plate cropped and forward part renewed.

On completion this repair examined with No.3 summer tank under flood test and found satisfactory.

Continuation - page 3.

Rpt. 9a.

Port of

YOKOHAMA

Continuation of Report No. 6992 dated 23rd October, 1940, on the

Sc. S. "SYOYO MARU".

Condition Survey (continued)

Repairs, wear and tear, now done:- (continued)

A small fracture was also found in the Upper Deck plating at the forward outer corner of No.7 port cargo oil tank Hatchway. This was now efficiently welded and the hatch coaming ground bar in way renewed, thereafter all examined and found satisfactory.

A few minor repairs effected.

Interim Certificate issued - copy attached.

24.

X. B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged 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