

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3/3/1935 When handed in at Local Office 3/3/1935 Port of Yokohama
 No. in Reg. Book Survey held at Yokohama Date, First Survey 14/2/35 Last Survey 28/2/1935
 (No. of Visits 7)

84960 on the Wood, Iron or Steel S.S. SHOYO MARU

TONNAGE:— Built at Yokohama By whom Yokohama Dock Co. Ltd. When 1928 3
 GROSS 7499 Owners Rippin Yander & Co. Owners' Address
 UNDER DK. 6923 Managers (if not already recorded in Appendix to Register Book).
 NET 4509 Port belonging to Yokohama

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Yokohama Destined Voyage
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 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. 5307 Port YKA

(Periodical Surveys, when held, must be reported in detail and serially 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

Society's Freeboard (if assigned) as painted on Ship and now verified ft ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated caused through encountering floating logs on 31st March 1934 whilst on a voyage from Kobe to Los Angeles. See Yha. report No 5307.

Now done:—Vessel placed in dry dock bottom and rudder cleaned examined and recoated.

Repair:—Stern frame renewed. (Basting certificate attached.)

Shell plates. A1, G1/1, & J1 starboard side. A1, B1/1, 81/2 G1/1 & J1 in way of stern frame removed and refitted. G1/2 & H1 port and starboard sides renewed. Transom floor partly renewed and new intercostal plates fitted between transom Nos 1 & 2 floors.

Tiller and quadrant removed and refitted. Rudder unshipped. 3 pintle sleeves, & 4 lignum PTO

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	4 ✓							Stem frame
Removed and Faired or Repaired	8 ✓							
Faired or Repaired in place	✓							

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Aft Peak	Air and Sounding Pipes		Copper, or Y.M. or Wood Vessels	(State if on list).
Caulking of Decks		State if Tanks now tested	ditto	Dbing. Plates under Sounding Pipes		When put on, Month	Year
Coamings		Bulkheads		Engine Room Skylights	Good	Boats	Good
Beams & Fastenings	✓	Ceiling		Coal Bunkers, Open'gs, Lids, &c.		Masts, Yards, &c.	
Outside Plating	Good	Cement or Asphalt		Oil Bunkers		Condition, how ascertained	from deck
" " in way of sidelights	✓	(State which.)		Scuppers		(State if wedges removed)	
Breasthooks		Rudder	Good	Cargo Hatchways	Good	Sails	
Transoms	Good	Steering gear and its connections		Hatches		Equipment letter	
Frames		Windlass		Planking of Wood Vessels		Anchors, No. of	38 IS 1K
Reverse Frames		Have pumps now been examined and found efficient?		Caulking	ditto	Chain Locker	
Longitudinals		Have Sluice Valves now been examined and found efficient?		Treenails	ditto	Cables (State if now ranged)	
Transverses		Have Watertight Doors now been examined and found efficient?		Breasthooks & Stemson	ditto	" length	mean diamr.
Floors		Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	" Rule length	size
Keelsons				Timbers of Frame at openings	ditto	Hawser & Warps	Sufficient
Stringers				Ditto Ditto at other places	ditto	Standing and Running Rigging	Good
Inner Bottom Plating				Stringers, Clamps & Shells	ditto		
				Salting	ditto		
				(State if examined.)			

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 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, in my opinion, is eligible to remain as classed with fresh record of survey 2.35.

Survey Fee (per Section 20) £ 115.00

Special Damage or Repair Fee (if any) £ 300.00

Travelling Expenses (if chargeable) £ 4

Second Surveyor's Fee (if any) £

Fees applied for, 4-3-1935

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

FRI. 14 FEB 1936

FRI. 10 JUL 1936

Lloyd's Register Foundation

007257-007265-0037

Committee's Minute TUE. 9 APR 1935

Character Assigned 100A

S 2.35 without kept on board carried in bulk added for oil fuel

S. S. SHOYO MARU

Damage continued:-

vitae bushes and 2 coupling bolts renewed.

4 patches fitted to rudder cover plates and cover plates rewelded where welding
 failed between rudder arms.

4 pakles fitted to main. 4 wood eddy pieces fitted between rudder arms.
found cracked. 4 wood eddy pieces fitted between rudder arms.
4 pakles fitted to stern. 4 pakles fitted to stern.

found cracked. 4 wood cady planks fitted.
Rudder aligned and refitted. New zinc plates fitted to stern frame.

Tail shaft and stern tube removed and refitted.

After leak tank tested. Bottom recoated.

S. M. S.

to cause it to show through to the other side.

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

ANCHORS.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, Ex. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

If Patent state name of Patentee.

If Stockless, state Mechanical Tests

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

CHAIN CABLES.

[illegible]

U/ Stockless, state Mechanical Tests



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