

COPY.

Lloyd's Register of Shipping.



Port YOKOHAMA.

4th March, 1935.

This is to Certify that

A. McGlashan & G. H. Macdonald,

the undersigned Surveyors to this Society did at the request of the Owners' representative, survey the Steel Screw Steamer "SHOYO MARU", 7499 tons gross, of Tokio, whilst lying in Messrs. Yokohama Dock Co's Dry Dock, on the 14th February 1935 and subsequently in order to ascertain the nature and extent of damage stated to have been sustained through encountering floating logs on the 31st March 1934 whilst on a voyage from Moji to Los Angeles.

For particulars see Master's protest and damage report issued 10th July 1934.

The following recommendations were made, and afterwards satisfactorily carried out, in order to place the vessel in as good a condition as she was in before sustaining the damage in question.

FOUND

Stern frame temporarily repaired.

SHELL PLATES.

Starboard side:- A1, G1/1 and J1,
Port side:- A1, B1/1, B1/2, G1/1,
J1 in way of stern frame.

Port and starboard side G1/2 and
H1 fractured.

RECOMMENDED

New stern frame to be fitted.

Eight shell plates to be
removed, faired and refitted.

Four shell plates to be
renewed.

Continued.

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

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

S.S. "SHOYO MARU", Damage report continued.

FOUND

Transom floor fractured.

RECOMMENDED

To be cropped and partly renewed and three intercostal plates fitted between transom floor and No.1 floor and one intercostal plate between Nos.1 and 2 floors.

In order to renew the stern frame the following repairs or removals to be effected:-

The tiller and quadrant to be removed and refitted.

The rudder to be unshipped, three pintle sleeves, four lignum vitae gudgeon bushes and two coupling bolts to be renewed.

Four patches to be fitted to rudder cover plates and cover plates to be rewelded where the welding found cracked.

Four wood eddy pieces to be fitted between rudder arms.

Rudder to be aligned and refitted.

New zinc plates to be fitted to stern frame.

The tail shaft and stern tube to be removed and refitted.

On completion of the repairs the after peak tank to be tested and the tank cement washed inside; cement in after peak to be renewed.

New and disturbed work to be recoated and one coat of anti-fouling composition applied to the bottom.

Fee.....Yen 300.00

Expenses. " 4.00

A. McLellan & G. H. Macdonald
Surveyor to Lloyd's Register.



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