Rpt. 8. DISCLASSED 5-6-40 (Received at London Office JUN-6 1940 DISCLASSED MAY 1942 No. 6888

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5th April 1940. When handed in at Local Office 5th April 1940. Port of YOKOHAMA

No. in Reg. Book. 25406 76086 ~~26950~~ Survey held at YOKOHAMA Date, First Survey 6th March, Last Survey 1st April, 1940. (No. of Visits Four)

on the ~~Wood, Iron or~~ Steel Sc.M.S. "HOYO MARU"

TONNAGE:— GROSS 8692 UNDER DK. 7993 NET 6042

Built at YOKOHAMA By whom Mitsubishi Jukogyo K.K. When 1936 (YEAR.) - 11 (MONTH.)

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

Managers x Port belonging to Tokyo

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

CellDBorDBa x feet; uE&B x feet; f x feet

Total capacity x tons. FPT x tons; APT x tons; MT x feet x tons.

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. 6558 Port Yka

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
✠100A1 11-38	✠IMC 12-37
	DBS 12-38
	TS(CL) 10-37
	Oil Eng.
Carrying Petroleum in bulk.	

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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 Yes. Accepted.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Annual Survey and S.R.List, and Damage. Annual Survey.

SEE SPL NOTE B.O. ON ENGINE CONTINUOUS 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.

Rudder lifted and examined.

Decks, hatchways, coamings vents & coamings, casings, etc., examined and found 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~~ Fashion plate partly	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed			1					
Removed and Faired or Repaired	1							
Faired or Repaired in place	3	1						

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	x	Engine Room Skylights	Good
Planking of Decks	"	Ceiling	x	Coal Bunkers, Openings, Covers, &c.	x
Pillarings	"	Cement or Asphalt	x	Oil Bunkers	x
Beams & Fastenings	x	Rudder	Good	Scuppers	x
Outside Plating	Good	Steering gear and its connections	"	Cargo Hatchways	Good
" " in way of sidelights	x	Windlass	"	Hatches	Steel covers Good
Frames	x	Have pumps been examined and found efficient?	x	~~Planking~~	
Transverse Frames	x	Have Sluice Valves been examined and found efficient?	x	Caulking	
Longitudinals	x	Have Watertight Doors been examined and found efficient?	x	Treenails	
Transverses	x	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	
Beams	x	Air and Sounding Pipes	x	Transoms, Pointers & Crutches	
Stanchions	x	Doubling Plates under Sounding Pipes	x	Timbers of Frame at openings	
Hangers	x			" " at other places	
Inner Bottom Plating	x			Stringers, Clamps & Shelves	
Have the Tanks been examined internally?	No			~~Salting~~ (State if examined.)	
Have the Tanks been tested?	No				

~~Copper, or Y.M.~~ (State if on Felt.)	
~~When fitted, Month~~	~~Year~~
Boats	x
Masts, Yards, &c.	x
Condition, how ascertained (State if wedges removed)	x
Equipment letter	--
Anchors, No. of	3B 1S
Cables (State if now ranged)	Yes
" length (on board) 304 fms mean diamr.	2 5/8"
" Rule length 304 fms size	2 5/8"
Chain Locker	x
Hawsers & Warps	Stated sufficient
Standing and Running Rigging	efficient
Sails	x

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 3-40, subject to stern frame (EW 11,38 and 3,40) being specially examined next dry docking.

Survey Fee (per Section 29)	¥	115.00
Special Damage or Repair Fee (if any) (per Sec. 29)	Mitsui B.K. ¥ / Owners £	30.00 / 30.00
Travelling Expenses (if chargeable)	¥	2.00
Second Surveyor's Fee (if any)	£	

Fees applied for, 29-3-1940 Received by me, 19

D. Gunn. / and T. Mikigami

Surveyors to Lloyd's Register of Shipping.

Committee's Minute TUE 25 JUN 1940

Character Assigned 100A1 Subject to Carr. Pet. in bulk DBS 3.40 £3,40

FRI. 15 MAY 1942 OMIT CLASS ON RE-PRINT.

007679-007687-0092½

(The Surveyors are requested not to write on or below the space for Committee's Minute.) 10m-10.38—Transfer Ink. (MADE IN ENGLAND)

Is Certificate required? If so, to be sent to

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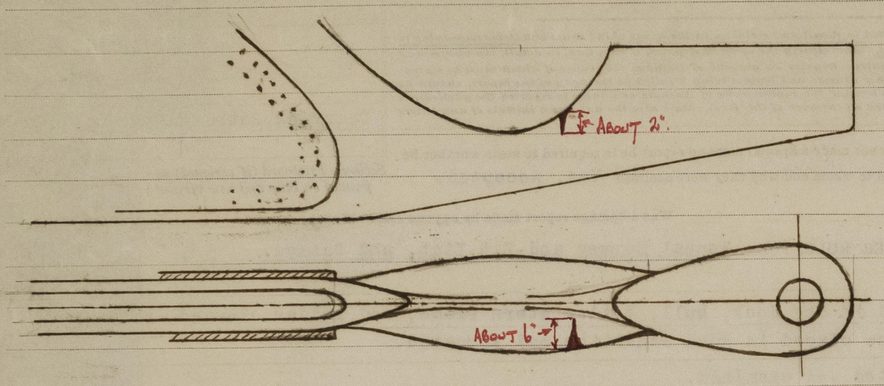
Sc.M.S. "HOYO MARU".

Repairs: Now done:-

Stern frame. A defect in after end of top of solepiece, port side, about 6" across top and 2" down side was found. From appearance it suggested itself as a latent defect. It was cut down to solid metal and electrically welded. (See sketch at end of this Report).

S.R.List. The electrically welded repair on stern frame (EW 11,38) was specially examined at this time and found efficient.



SKETCH SHOWING POSITION OF DEFECT IN SOLEPIECE ABOVE REFERRED TO.

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers.	Where and when tested and Superintendent. (If Stockless, state Mechanical Tests.)
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight. .																
	Stream																
	Kedge.....																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts.	qrs.	lbs.	Per Rule. Cwts.	qrs.	lbs.	Length and size per Rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
Iron Stream Chain } or Steel Wire....}															

Damage stated to hav been caused by the vessel touching with M.S. "SIKISAN MARU", on the 12th March, 1940, in heavy weather whilst anchoring, in Yokohama Harbour.

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

Damage to stem.

Stem fashion plate, partly cropped and renewed.

One stem plate on port side in 2nd below sheer strake, removed, faired and refitted.

One stem plate on port side in 1st below sheer strake faired in place.

One stem plate on port side in 1st below forecastle deck sheer strake, faired in place.

continued page 3.

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

JUN -6 1940

Damage to Stem (continued) Sc.M.S. "HOYO MARU".

One stem plate on starboard side in 2nd below sheer strake, faired in place.

One bulb angle frame end on port side, faired in place.

For access to the damage repairs, air pipe, breast hook, cementing and other removals or disturbed work, have been removed and refitted in good order.

On completion of the repairs, shell plating hose tested, all found in good order, and — afterwards recoated.

Note:- Fore peak is a dry tank now, since fore peak tank top is not now watertight.

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