

Rpt. 8

Date of writing Report 25th April, 1960 When handed in at Local Office APR 27, 1960 Port YOKOHAMA No. 3230
Survey held at YOKOHAMA No. of Visits 5 First Date 7th April 1960 Last Date 15th April 1960

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B. 14786 on the Iron or Steel M.S. "HOYO MARU"
Built at P. GI By Whom Wm. Hamilton & Co., Ltd. Tons gross 5402
Owners Taiheiyo Kaiun K.K. When 1937 Month 1
Managers - Owners' address (If not already in R.B.) -
Port of Registry TOKYO
Surveyed Afloat or in Drydock Both Name of Dock Asano, Yokohama Date of last examn. in Drydock 11-4-1960

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report No. 955 Port Asano
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+ 100 A1 with fbd carrying oil in DTa (p & s) FP above 150°F	+ LMC
SS 4/57	ES 5/56
Dkg 5/59	M 5/59
	A 5/59
	CL 10/58 N
	SPS 4/57
NK	

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Not Required. Freeboard as marked on ship and now verified - ft - ins
Was a damage report made by anyone else? If so, by whom? NK Surveyor

EXAMINATION AND REPAIRS AS PER RULE FOR DRYDOCKING, DAMAGE REPAIRS AND COMMENCEMENT SPECIAL SURVEY (D) (due 4/61)

Damage Repairs: (All Shell plates and frames numbered from aft)

Damage:- (1) Stated incurred on the 4 March 1960 whilst vessel ranging alongside No.2 wharf, Port Canberra.

Now Done:-

Port Side:-

Shell plates. H6 - Renewed

J7; G6, 7 - Released and Faired in place.

Shell frames. No. 45 - 51 inclusive renewed in 12" x 3 1/2" x 1/2" channel bar. (Suitable bulb angle not available).

Shell satisfactorily hose tested on completion of repairs.

Damage:- (2) Stated due to contact with logs on the 16 March 1960 whilst vessel on loaded voyage Port Canberra to Kawasaki.

Now Done:-

Port Side:- Shell plates G18,19 - Renewed.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	5	7	-	-	Part 1	-	-	-
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	3	-	-	-	-	-	-	-

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to -

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,53"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel so far as now surveyed is eligible, in my opinion, to remain as Classed and to have record of drydocking 4/60 and the notation SS (with date) on completion of the survey, subject to No. 2 DB tank top plating being specially examined and dealt with as necessary at completion special survey (due 4/61).

J. Winn

Surveyor to Lloyd's Register of Shipping

RB note

MBS
pr-held

Date of Committee

TUESDAY 31 MAY 1960

Minute

DSH 60, subject

40m, 3.58 T.



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TABLE 1

Docking, Damage & Commencement Special SURVEY Ship 23 yrs.

5 MAY 1960

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank	No	Shell only-Yes
Rudder lifted	No		A.P. "	No	
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No.2 DB (p & s) O.F. Shell only *
Hatchways, Covers, closing and securing appliances	Yes				
Ventilator coamings, skylights, companionways and closing appliances	Yes		Fresh Water Tanks	No	No
	No		Deep Tanks	No	No
	No		Oil Fuel Bunkers and Settling Tanks	No	No
"Tween Decks	No		Side Tanks	None	No
	No		Wing Tanks	None	No
Fore Peak Spaces	No		Other Tanks	None	No
After " " "	No				
Engine Space	No		Cargo Tanks (Tankers)	-	-
Boiler " "	No				
Under Engines and Boilers	No				
Tunnel and Well	None		Cofferdams	-	-
Coal Bunkers	No				
Chain Locker	No		Pump Rooms	-	-
Other Spaces	No				
			Have Tanks now Examined been Cleaned as Necessary?	Not Examined	
			Have Strums in Cargo Tanks (of Tankers) been removed?	-	
			Have Tanks been Retested as necessary after completion of any Repairs?	No.2 DB p & s-No	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes

Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No

Has a Load Line Survey been held? No If so, state which

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? Yes If so, report details in body of Report.

NOTE:- Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3-Yes, or All-Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:-

Shell plating	Good	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	Not Examd.
" " in way of side scuttles	Not Examd.	Cement or Asphalt	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not Examd.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Not Examd.	Condition, how ascertained (State if wedges removed)	from Deck
Coamings and Casings	Not Examd.	Companionways and Skylights	Good	Chain Locker	Not Examd.
Beams and Fastenings	Not Examd.	Shell Openings	None	EQUIPMENT	
Frames	Not Examd.	Ash Shoots	None	Equipment Letter	at ✓
Reverse Frames	Not Examd.	Overboard Discharges and Scuppers	Not Examd.	Anchor, No. of 3B	Condition Good
Longitudinals	None	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	No	Steering Gear (Main and Auxiliary) examined and found	Good	" length 270 fthms mean diam. 2 1/2"	
Floors	Not Examd.	Windlass examined and found	Good	" (on board) 270 fthms Size 2 5/16"	
Keelsons	Not Examd.	Pumps " " "	Not Examd.	Hawsers and Warps	Not Examined
Stringers	Not Examd.	W.T. Doors " " "	Not Examd.	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	
Inner Bottom Plating	Part Good				Yes
Bulkheads and Tunnel	Not Examd.				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.) Starboard Side:-

Shell plate FL8 - Released and faired in place.

Damage:- (3) Stated due to contact with tug KANAGAWA MARU whilst vessel berthing at KAWASAKI wharf on the 29 March 1960.

Now Done:-

Port Side:-

Shell plates HL8, J19 - Renewed.

Cont'd

Survey Fee Docking	£ 10,000.-	Second Surveyor's Fee (if any)	
Comm. SS	£ 10,000.-	Date when A/c. Rendered	APR 27 1960
Special Damage or Repair Fee (if any) (Damage I, II, III, IV)	£ 20,000.-		
Travelling Expenses (if chargeable)	£ 2,250.-		
Special Attendance	£ 6,000.-		

S.S. "HOYO MARU" (2) Rpt. No. 3230

Witnessed satisfactory hydraulic test of Fore Peak Tank Shell on completion of repairs.

Damage:- (4) To No. 2 DB tank top (ss), stated grab damage incurred whilst discharging iron ore at FORT KEMBLA, NSW, on the 3 March 1960.

Now Done:- (Damage confined to tank top plating in way of s. forward manhole). Torn tank top plating cropped and part renewed.

Equipment:- At Owners' discretion, 3 lengths, each 15 fathom, of anchor chain cable now renewed. Report 8 (Eq), No. 3230 attached.

Commencement Special Survey

No. 2 DB Tank - Shell tested satisfactorily.

It was recommended that in order to credit No. 2 DB Tanks (p & s) toward Special Survey, 8 tank top plates required renewal (generally worn and indented, one severely wasted and holed) and as all renewals were not effected at this time it is submitted that No. 2 DB Tank top plating be specially examined and dealt with as necessary at Completion Special Survey (due 4/61).

Wear and Tear Repairs

No. 2 Hold.

Partial bulkhead, p & s, found wasted over lower 12 inches and now renewed together with riveted bulkhead angles.

Lower portion of forward port air pipe wasted and holed, now renewed.

Examination in way of Rudder trunking showed after transverse plate (void space end plate) to be part wasted and holed, now cropped and part renewed.

Sundry other minor repairs effected.

N.B. On the 15 April 1960, we were informed by Owners' Representative that vessel was to be withdrawn from class but to date no official notification has been received.

J. Winn.

The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT)

To be securely attached to

SHIP'S NAME HŌYO MARU

REPORT YOKOHAMA

No. 3230

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

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. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Tons	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.			
	Collective Weight																
	Stream																

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable						Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent	
	Length Fathoms or Metres	Diam. Ins. or M/ms	Statutory Tons or Kilogs	Breaking Tons or Kilogs	Supplied			Rule			Length Fathoms or Metres	Diam. Ins. or M/ms				
					Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.						
CC-62603	45.13	2 ⁵ / ₁₆	96.25	134.75	127	3	18	-	-	-	-	2 ⁵ / ₁₆	Fire welded Mild Steel Stud- link	Koyo Chain Mfg. Co. Ltd. Osaka	Osaka, 8-3-60 H. Nishizawa	

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? Yes



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