

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 17th May 40. When handed in at Local Office 17th May, 1940. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 19th April, Last Survey 14th May, 1940.  
Reg. Book. (No. of Visits Five)

37002 on the Wood, Iron or Steel T.Sc.S. "ZUIYO MARU"

TONNAGE: Built at Glasgow By whom Barclay Curle & Co. Ltd. When 1917 - 2  
GROSS 7385 Owners Nippon Tanker K.K. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DEK 6842 Managers X Port belonging to Yokohama.  
NET 4302

Surveyed Afloat or in Dry Dock? Both Name of Dock Asano Dock. Destined Voyage X

Cell DBor DBa feet; uE&B feet; f 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. 6669 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.)

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 X

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., in any).
* 100A1 4-39	* IMC 4-38
	BS 4-39
ssYka.No.3-1,30	TS(CL) 10-37
ssYka.No.2-38	
Carrying Petroleum in bulk.	
Fitted for oil fuel 5,20 F.P.	
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.

Now done:- Ship placed in dry dock, hull, bottom, stern frame and rudder cleaned, examined, found or now placed in good condition and recoated.

2 working anchors and cables ranged and examined.

Decks, hatchways, hatches &amp; supports, vents &amp; coamings, casings etc., examined and found or now placed in good condition.

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 Fair'd or Repaired				X				
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	X	Engine Room Skylights	Good	Copper, or P.M. (State if on Felt.)	
Caulking of Decks	"	Ceiling	X	Coal Bunkers, Openings, Covers, &c.	X	When fitted, Month	Year
Coamings	"	Cement or Asphalt	X	Oil Bunkers	X	Boats	X
Beams & Fastenings	X	Rudder	Good	Scuppers	X	Masts, Yards, &c.	X
Outside Plating	Good	Steering gear and its connections	"	Cargo Hatchways	Good	Condition, how ascertained	X
" in way of sidelights	X	Windlass	"	Hatches	"	(State if wedges removed)	"
Frames	X	Have pumps been examined and found efficient?	X	Planking		Equipment letter	et
Reverse Frames	X	Have Sluice Valves been examined and found efficient?	X	Caulking		Anchors, No. of	3B 1S
Longitudinals	X	Have Watertight Doors been examined and found efficient?	X	Treenails		Cables (State if now ranged)	Yes
Transverses	X	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 300 fms mean diamr. 2 1/16"	
Floors	X	Air and Sounding Pipes	X	Transoms, Pointers & Crutches		" Rule length 300 fms size 2 7/16"	
Keelsons	X	Doubling Plates under Sounding Pipes	X	Timbers of Frame at openings		Chain Locker	stated
Stringers	X			" at other places		Hawsers & Warps	sufficient
Inner Bottom Plating	X			Stringers, Clamps & Shelves		Standing and Running Rigging	Efficient
Have the Tanks been examined internally?	No			Setting		Sails	X
Have the Tanks been tested?	No			(State if examined.)			

## General Observations, Opinion as to Class, Recommendation, &amp;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 remain as classed in the Register Book with fresh record of survey 4-40.

Survey Fee (per Section 29)	£ 115.00	Fees applied for,	21.5. 1940
Special Damage or Repair Fee (if any) (per Sec. 29)	£ X	Received by me,	19
Travelling Expenses (if chargeable)	£ 1.50		
Second Surveyor's Fee (if any)	£ X		

Committee's Minute

Character Assigned

FRI. 19 JUL 1940

100A1

Both 54.40 bar. put in bulk. BS 5.40

With Yka

Fitted for oil fuel etc

Surveyor to Lloyd's Register of Shipping.

© 2021  
Lloyd's Register  
Found 12/12  
009004-009007-008210/2



T.S.S. "ZUIYO MARU".

Repairs, wear and tear, now done:-

Shell plates. The following shell plates in way of the fore peak tank were doubled locally as shown on the accompanying sketch. Plates number from forward.

Port side, on plates Nos.1 and 2 on 6th (F) strake below upper deck sheer one doubling each, where thin locally.

Starboard side, on plate No.1 on 5th (G) strake below upper deck sheer  
2 doublings and on plate No.1 on 6th (F) strake below upper deck sheer  
one doubling, where thin locally.

A fracture about 4" long at the after lower corner of the main inlet opening on the bilge strake port side in way of the Pump room (Fr. 110 to 113) was veed out and electrically welded and the shell in way of the main inlet efficiently reinforced top and bottom with electrically welded doublings as shown on the accompanying sketch.

Several odd leaky shell rivets renewed.

Bulwark. A slight fracture was found on the horizontal flange of the B.A. bulwark rail bar at the after end of the forward well where it connects to the diagonal shelf brackets from the Bridge Deck, stringer, port and starboard. Fractured part of bulwark rail bar removed, and shelf connecting angle to Bridge sheer strake where extended forward of Bridge front bulkhead to meet bulwark plate, continued diagonally about 15" down bulwark plate and bulwark

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

ANCHORS.

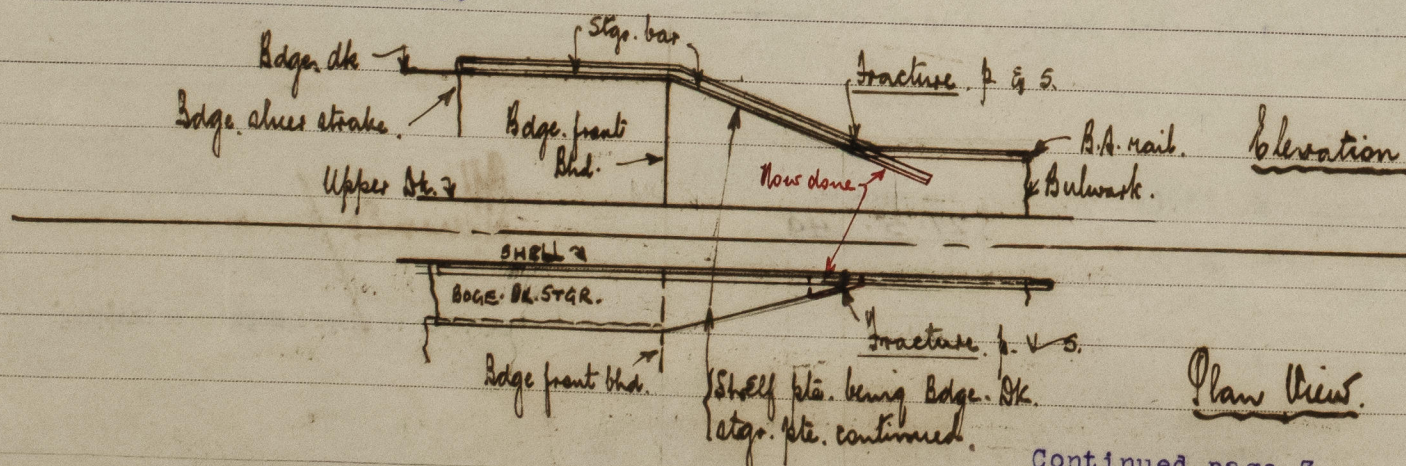
[illegible]

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

## CHAIN CABLES.

[illegible]

rail bar connected on horizontal flange to shelf plate with efficient horizontal bracket.



Continued page 3.

Rpt. 9a.

YOKOHAMA

Continuation of Report No. 6915 dated 17th May, 1940, on the

T.S.S. "ZUIYO MARU".

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

Deck plating. The upper deck plate in the forward well port side, at inner forward corner of No.3 summer tank hatchway very slightly fractured. The fracture was veed out and electrically welded and an efficient rivetted doubling fitted at the corner of this hatchway over the fracture.

A few minor repairs effected.

Interim Certificate issued - copy attached.

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R. E. - If this Report is copied by Copying Press, especial 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.