

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th June 40. When handed in at Local Office 26th June 40. Port of YOKOHAMA

No. in Survey held at YOKOHAMA Date, First Survey 8th June, Last Survey 22nd June, 1940
Reg. Book. (No. of Visits Four)

25551 on the ~~Wood, Iron or Steel~~ T. Sc. S. "HAKOZAKI MARU".

TONNAGE: Built at Nagasaki By whom Mitsubishi Zosen Kaisha, When 1922 - 6
GROSS 10413 Owners Nippon Yusen K.K. Owners' Address X
UNDER DK. 8392 Managers X Port belonging to Tokyo
NET 6310 M.J.K.

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

Cell/D/Bor/D/Ba 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. 10054 Port mal

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 8-39	* IMC 8-39
ssYka. No. 3-9, 34	TS (CI) 1-38
ssYka. No. 1-39	* Lloyd's RMCL-40.
Fitted for carrying oil 6,22	
F.P. above 150° F in Nos. 2 & 7	
D.B. tanks.	

(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 Repair of Damages A, B and C.

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.

Decks, hatchways, hatches and supports, vents & coamings, Nos. 4 & 5 holds and tween deck spaces, casings, etc., examined and found or now placed in good condition.

Cables ranged and examined.

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	X	X						
Removed and Fair'd or Repaired	2	1	X	X	X	X	X	See Report.
Fair'd or Repaired in place	2	2						

PRESENT CONDITION OF THE	P.E.G. = Parts examined - good.	G. = Good.
Decks	G	
Caulking of Decks	G	
Coamings	G	
Beams & Fastenings	P.E.G.	
Outside Plating	G	
" " in way of sidelights	X	
Frames	P.E.G.	
Reverse Frames	X	
Longitudinals	X	
Transverses	X	
Floors	X	
Keelsons	X	
Stringers	X	
Inner Bottom Plating	X	
Have the Tanks been examined internally?	NO	
Have the Tanks been tested?	NO	
Bulkheads	P.E.G.	
Ceiling	X	
Cement or Asphalt	X	
Rudder	G	
Steering gear and its connections	G	
Windlass	G	
Have pumps been examined and found efficient?	X	
Have Sluice Valves been examined and found efficient?	X	
Have Watertight Doors been examined and found efficient?	X	
Have Ventilators and their Coamings been examined and found efficient?	Yes	
Air and Sounding Pipes	P.E.G.	
Doubling Plates under Sounding Pipes	X	
Engine Room Skylights	G	
Oil Bunkers	G	
Scuppers	P.E.G.	
Cargo Hatchways	G	
Hatches	G	
Caulking		
Treenails		
Breasthooks & Stemson		
Transoms, Pointers & Crutches		
Timbers of Frame openings		
" " at other places		
Stringers, Clamps & Shelves		
Boats	X	
Masts, Yards, &c.	X	
Condition, how ascertained	X	
Equipment letter		
Anchors, No. of	33 1S	
Cables (State if now ranged)	Yes 9-8	
" length 300 fms. mean diamr.	2 1/8	
" (on board)		
" Rule length 300 fms. size	2 5/8	
Chain Locker	stated	
Hawsers & Warps	sufficient	
Standing and Running Rigging	Efficient	
Sails	X	

General Observations, Opinion as to Class, Recommendation, &c.:

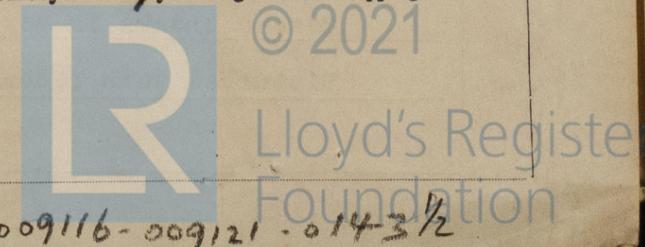
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 in the Register Book with fresh record of survey 6-40.

Survey Fee (per Section 29)	£ 115.00	Fees applied for, 25-6-1940
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 100.00	Received by me, 28-6-1940
Travelling Expenses (if chargeable)	£ 2.00	
Second Surveyor's Fee (if any)	£ X	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 27 AUG 1940
Character Assigned 100A1 Without spl. cond.
Std. for carrying oil &c.
B.S. 6,40



009116-009121-014-3 1/2

21 AUG 1940

75397

XOW

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent near, or when will it be sent?

Is Certificate required? If so, to be sent to

2898

T. Sc. S. "HAKOZAKI MARU".

Damage "A" stated to have been caused by ship striking quay wall on 26th March, 1940, when entering Brooklebank Dock, Liverpool.

Now done:- (All on starboard side in way of side bunker hold.)

Shell plate No.1 aft of midships on 2nd strake below upper deck sheer strake removed, faired and replaced.

Shell plate in way of midships on 2nd strake below upper deck sheer strake where part slightly set in at after end, faired in place.

1 main side frame part faired in place and part renewed.

1 main side frame faired in place.

2 deck beams at ends faired in place.

2 beam knees removed, faired and replaced.

Web frame; web plate part renewed, shell connection cropped, faired and replaced and beam knee renewed.

Shell repairs hose tested on completion.

Cement chocks in way renewed.

Valves and pipes with casings in way removed for access and replaced.

New and disturbed work coated.

Damage "B" stated to have been caused by ship being carried heavily against Princes Pier Landing Stage on 11th April, 1940.

Now done: (All on port side in way of Nos. 4 and 5 holds and tween decks.)

Shell plate No.7 from aft on 2nd/below upper deck sheer strake removed, faired and replaced.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors #, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

Shell plate No.8 from aft on 3rd strake below upper deck sheer strake faired in place.

Bulkhead wing plate and boundary angle in way both faired in place.

Air pipes, scupper pipes, accommodation lining and hold sparring removed as necessary for access and replaced on completion of repairs.

Shell repairs hose tested on completion.

Cement chocks in way renewed.

Disturbed work recoated.

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T. Sc. S. "HAKOZAKI MARU".

Damage "C" stated to have been caused as ship was about to leave Marseilles for Lisbon and Liverpool on 12th March, 1940; when hoisting up the starboard bower anchor a link of the second length of chain cable broke and the anchor with 19 fathoms of chain cable were then lost to the ship.

On the ship's return to Marseilles from Liverpool, however, the salvaged bower anchor and 19 fathoms of chain cables were again placed on board and, it is further stated, these were examined and reported on by the Surveyor to Lloyd's Register in Marseilles.

Now done: the foregoing broken length of chain cable was taken ashore here, repaired, tested and examined and replaced on board on starboard cable.

(Particulars of test of repaired chain cable are noted on page 2 hereof)

A new anchor shackle pin was fitted in the anchor under review, examined and found efficient.

Damage Report issued - copy attached.

Interim Certificate issued - copy attached.

Copy of Certificate of the foregoing Retested chain cable also attached hereto.

Handwritten initials 'MS' with a horizontal line below.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

NOTE - If this Report is copied by Copying Press, special 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.

