

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th June 41 When handed in at Local Office 19th June 41 Port of SHIMONOSEKI.

No. in Survey held at YAWATA Date, First Survey and Last Survey 17th June 1941.

Reg. Book. 75959 on the Steel Single Screw Steamer "HO HUKU MARU"

TONNAGE:-

Built at Kobe

By whom Kawasaki Dkyd Co.Ld.

When 1918

MONTH.

GROSS 5825

Owners Kokusai Kisen K.K.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DK. 5586

Managers

Port belonging to Hasidate

NET 4243

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage

ellDBorDBa feet; uE&B feet; f
otal capacity tons. FPT tons; APT tons; MT feet tons.

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

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. 11653 Port Kobe

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.

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 **Offered & Accepted**

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by the vessel being pounded lighters owing to a squall on the 31st May 1941 at Dungun.

For further particulars see Shimonoseki Damage Report, dated 18th June 1941, copy attached hereto.

Damage:- (Shell Plating) FOUND.

RECOMMENDED.

Port side:- No.3 plate (numbered from aft) in 2nd strake below upper deck sheerstrake cracked in one place.

To be renewed or efficiently repaired.

Star side:- No.9 plate (numbered from aft) in 3rd strake below upper deck sheerstrake cracked in one place.

To be renewed or efficiently repaired.

No.3 plate (numbered from forward) in 3rd strake below upper deck sheerstrake set in between frames.

To be removed, faired and refitted.

No.4 plate (numbered from forward) in 4th strake below upper deck sheerstrake badly set in between frames.

To be renewed.

the vessel was required urgently to proceed to sea, the following temporary repairs have now been carried out, and permanent repairs will be effected at the first convenient opportunity. **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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Planking of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Paintings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Frames & Fastenings	Cement or Asphalt	Oil Bunkers	Boats
Side Plating	Rudder	Scuppers	Masts, Yards, &c.
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition how ascertained (State if wedges removed)
Frames	Windlass	Hatches	Equipment letter
Transverse Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverses	Have Watertight Doors been examined and found efficient?	Treenails	" length (on board) mean diamr.
Frames	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Bottom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Have the Tanks been examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Have the Tanks been tested?		" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

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."

is vessel so far as now seen, is in safe condition and eligible in my opinion to be continued as classed without fresh record of survey, Subject to permanent repairs to 4 shell plates (1-P & 3-S) being effected at the first convenient opportunity.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £ 75:00

Selling Expenses (if chargeable) £ 7:00

and Surveyor's Fee (if any) £

Fees applied for,

19. 6. 1941

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 22 AUG 1941

FRI. 15 MAY 1942

OMIT CLASS ON RE-PRINT.

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Temporary repairs:-

J. K.

ANCHORS.

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.