

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7/11/40 When handed in at Local Office 13th Nov. 40 Port of Kobe.

No. in Survey held at Innoshima. Date, First Survey 12/10/40 Last Survey 2/11/1940.

Reg. Book. 26122 on the ~~Wood, Iron~~ Steel S/S "HOHUKU MARU". (No. of Visits Four.)

75959

30 JAN 1941

yes 7 Nov
ry of the Ship?

TONNAGE: Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1918 11

GROSS 5825 Owners Kokusai Kisen Kabushiki Kaisha. 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? Both Name of Dock Innoshima Dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. ssKob.No.3-5,31. ssYka.No.1-36.

N.B.—All alterations in the existing records should be underlined. Last Report, No. 2502 Port Smk

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY 2nd No.2 & DAMAGE stated to have been caused "A" by collision with S.S. "VICTORIA MARU" and subsequently with S.S. "YAMATO MARU" on the 14th September, 1940 at a port, whilst the "HOHUKU MARU" being moored alongside a quay wall, and "B" by the vessel striking some submerged object on the 2nd October, 1940, whilst on a voyage from Muroran to Osaka. For further particulars please see Kobe Damage Reports dated 5th November, 1940, attached hereto.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore and after peaks, and chain locker, engine and boiler space and coal bunkers cleared for survey, ceiling lifted as required by rules, all oxidation removed, from all parts, and all steel work of the vessel carefully examined and found or now placed (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	✓	✓	✓	✓	✓	✓	✓	Fair lead, handrail etc
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	repaired
Faired or Repaired in place	6	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE	As/Rept.	Yes/	Good, As/Rpt.	Copper, or Y.M. of Wood Vessels (State if on Vessel.)
Plating	Good	✓	Good	When put on, Month
Planking of Decks	"	✓	"	Year
Stowings	"	✓	"	Boats
Rivets & Fastenings	"	✓	"	Masts, Yards, &c.
Side Plating	"	✓	"	Condition, how ascertained
Stitchings	"	✓	"	(State if wedges removed)
Stitchings	"	✓	"	Sails
Stitchings	"	✓	"	Equipment letter
Stitchings	"	✓	"	Anchors, No. of
Stitchings	"	✓	"	Chain Locker
Stitchings	"	✓	"	Cables (State if now ranged)
Stitchings	"	✓	"	" length
Stitchings	"	✓	"	" Rule length
Stitchings	"	✓	"	Hawser & Warps
Stitchings	"	✓	"	Standing and Running Rigging

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

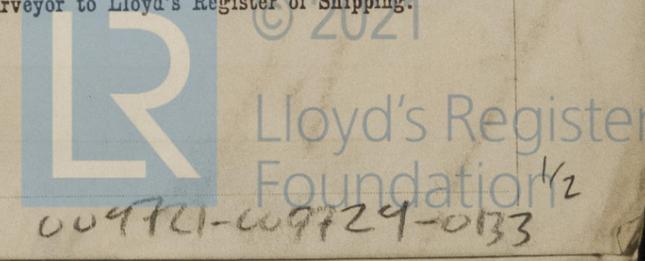
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 11,40 and the Notation of S.S.Kob. No.2-40.

Survey Fee (per Section 29)	Yen 270:00	Fees applied for, 5/11/1940
Special Damage or Repair Fee (if any) ("A")	Yen 80:00	Received by me,
(per Sec. 29) ("B")	Yen 70:00	19
Travelling Expenses (if chargeable)	Yen 111:00	
(Including Machinery).		
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 11 FEB 1941
Character Assigned 3
100A
Fitt for oil fuel
S.S. No. 2-40 + amb 11.40
Subject



10m.11.37.—Transfer Ink. (MADE IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

in good condition, afterwards recoated.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found or now placed in good condition.

Ash shoot and plating under same examined and found or now placed in good condition.

Double bottom tanks, except Nos. 2 & 3 tanks examined internally, found or now placed in good condition, afterwards recoated and all double bottom tanks and fore peak tank tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, rods, chains, sheaves and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (with deck angles), rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

Freeboard verified.

The whole of the rules requirements for S.S. 2nd No. 2 have now been complied with.

REPAIRS DUE TO DAMAGE "A":-

Poop, on Starboard side.

3 counter and one plate in poop deck sheer strake - part released, faired in place and re-riveted.

Stringer angle in way of the above plates, -cropped, faired and refitted.

3 consecutive hand rail stanchions - removed, faired and refitted. and hand rail bars in way - cropped, partly renewed and partly faired and refitted.

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.

One fairlead and seat - renewed.

One awning stanchion - removed, faired and refitted.

One air pipe goose neck - renewed.

One lag seat - removed, faired and refitted.

On completion of repairs, all removals necessary to effect repairs replaced in good order, all new and disturbed work recoated as necessary and repaired parts of shell and deck hose tested and found tight.

(continued). t.k.

DAMAGE REPAIRS "B":-

In way of No. 1 Oil fuel double bottom tank:-

No. 2 keel plate and No. 3 plate in "A" strake, on port side - released, faired in place and re-riveted.

A number of bot tom rivets - renewed and leaky seams recaulked in several places.

On completion of repairs, all disturbed work recoated as necessary and No. 1 double bottom tank tested and found tight.

EQUIPMENT:- 60 fathoms of chain cable now renewed for the particulars see the table on the back the first page of the report.

REPAIRS DUE TO WEAR AND TEAR:-

Shell Plating:-

Port Side.

Nos. 2, 3 & 4 plates from stem in 4th strake below upper deck sheer strake - renewed.

One plate in 4th strake below upper deck sheer strake in way of side bunker renewed.

No. 3 plate (from aft) in 3rd strake below upper deck sheer strake - part doubled.

Starboard Side.

No. 2 plate (from stem) in 4th strake below upper deck sheer strake - renewed.

Framing:-

All tween deck angle frames in No. 4 hold - part renewed or doubled.

9 angle frames in tween deck bunker on port side - part renewed.

6 B.A. frames in machinery space on port side - part renewed.

Deck Plating:-

One stringer plate and 4 deck plates in upper tween deck bunker on port side - renewed or part renewed.

4 deck plates in lower tween deck bunker on port side - part renewed.

Tank side brackets:-

6 brackets (3 P & 3 S) in reserve bunker and 4 brackets (3 P & 1 S) in No. 2 hold - renewed.

Inner Bottom:-

No. 2 tank top plate - part doubled in way of thrust block.

Other repairs of a minor nature effected.

t.k.