

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. (No. of Visits Four.)

75959

26122 on the ~~Wood Iron~~ Steel S/S "HOHUKU MARU".
TONNAGE: Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1918 11GROSS 5825 Owners Kokusai Kisen Kabushiki Kaisha. Owners' Address
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
total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 2502 Port Sink

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

CHARACTER.	Years since last survey	Machinery and Boiler
*100A1	6,38	*LMC 6,38
Awning dk		BS 8,39
with freeboard.		TS(OG) 6,38

Fitted for oil fuel 3,23 F.P. above 150°F.

ssKob.No.3-5,31.

ssYka.No.1-36.

Society's Freeboard (if assigned) as 9 ft. 12 ins. painted on Ship and now verified

(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

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 head, handrail etc
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	repaired
Fair'd or Repaired in place	6	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE	As/Rept.	Yes/	Good, As/Rept.	Copper, or Y.M. of Wood Vessels
Planking of Decks	Good	State if Tanks have been examined inside	Good, As/Rept.	(State if on felt.)
Stowings	"	State if Tanks now tested	Good	When put on, Month
Stems & Fastenings	"	Bulkheads	Good	Boats
Side Plating	"	Ceiling	"	Masts, Yards, &c.
" in way of sidelights	Good	Cement Plaster (State which)	Good	Condition, how ascertained
Stitchings	"	Rudder	"	(State if wedges removed)
Stems	"	Steering gear and its connections	"	Sails
Stem Frames	"	Windlass	"	Equipment letter
Steminals	"	Have pumps now been examined and found efficient?	Yes.	Anchors, No. of
Stems	"	Have Sluice Valves now been examined and found efficient?	Yes.	Chain Locker
Stringers	"	Have Watertight Doors now been examined and found efficient?	Yes.	Cables (State if now ranged)
Inner Bottom Plating	"	Have Ventilators and their Coamings been examined and found efficient?	Yes.	" length 270 fms. 2-3/16"-2"
				" Rule length 270 fms. size 2-3/16"
				Hawser & Warps
				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
Special Damage or Repair Fee (if any) ("A") Yen 80:00 ("B") Yen 70:00
Travelling Expenses (if chargeable) Yen 111:00
(Including Machinery).
Second Surveyor's Fee (if any)

Fees applied for, 5/11/1940

Received by me,

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE 11 FEB 1941

100A
Fitted for oil fuel
S.S. No. 2-40 + amb 11.40
Subject

Lloyd's Register
Foundation
004701-00724-0133

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.

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.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

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.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inches.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inches.			
21808 B &	30	2 1/2	86 1/2	120.5	71.3.18				Stud Link	R. Sykes & Son.	29/9/19 Cardiff.
15264	15	"	"	"	35.3.14				"		20/8/34 V. Penn.
15246	15	"	"	"	35.3.7				"		7/8/34 Low Walker
											A. Green.

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.

Rpt. 9a.

Port of Kobe.

(2) (Hull)

Continuation of Report No. 11653 dated 7/11/40

on the "HOHUKU MARU".

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.