

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9/6/1950 When handed in at Local Office 9/6/1950 For Yokohama  
 No. in Reg. Book 75560 Survey held at Yokohama Date, First 6/1950 Last Survey 6th April 1950  
 on the -Wood-Iron or Steel m/v "Santo Maru" (No. of Visits 15)

TONNAGE:— Built at Tama By whom Mitsui Bussan Kaisha YEAR. MONTH. 1931 5  
 GROSS 3266 Owners Toho Kaiun K.K. Owners' Address  
 UNDER DK. 2724 Managers Port belonging to Tokyo  
 NET 1872

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsubishi Destined Voyage  
 Cell DBor DBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet 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. 101261. Port Lon.

(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.

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
5,35	

Society's Freeboard (if assigned) as painted on Ship and now verified } 1349 m/m ins.

Was a damage report made by anyone else? if so, by whom?  
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Reclassification, Special Survey D

Now Done  
 Vessel placed in drydock, bottom and rudder (lifted) cleaned, examined, placed in good order and afterwards recoated, cable ranged and examined, last date of Docking 17.3.50.  
 Examined All holds, tween decks, fore and after peak spaces, under engines, plating in way of sidelights, decks, hatchways, covers, supports, cleats and battening arrangements, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilators, coamings and covers, air and sounding pipes (striking plates fitted), casings, cargo battens, shell plating drilled in accordance with attached form.

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								
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		
Caulking of Decks	-do-	Ceiling	-do-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Vell.)		
Coamings	-do-	Cement or Asphalt	-do-	Oil Bunkers	Good	When fitted, Month		Year
Beams & Fastenings	-do-	Rudder	-do-	Scuppers	-do-	Boats	Good	
Outside Plating	-do-	Steering gear and its connections	-do-	Cargo Hatchways	-do-	Masts, Yards, &c.	-do-	
" " in way of sidelights	-do-	Windlass	-do-	Hatches	-do-	Condition, how ascertained	By examination	
Frames	-do-	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)		
Reverse Frames	-do-	Have Sluice Valves been examined and found efficient?	-	Caulking		Equipment letter		
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	3B 1S	
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes	
Doors	-do-	Air and Sounding Pipes	Good	Timbers of Frame at openings		" length 270 mean diam. 1.85		
Belsons	-do-	Doubling Plates under Sounding Pipes	-do-	" " at other places		" Rule length 270 size 2"		
Riggers	-do-			Stringers, Clamps & Shelves		Chain Locker	Good	
Inner Bottom Plating	-do-			Salting		Hawsers & Warps	Sufficient	
Are the Tanks been examined internally?	Yes			(State if examined.)		Standing and Running Rigging	Good	
Are the Tanks been tested?	Yes					Sails	-	

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 vessel so far as now seen is eligible in our opinion to be submitted for reclassification and to have the notation of SS Yha 4,50(Dr) and record of survey 3,50.

Fee (per Section 29)	£ 198,000.00	Fees applied for, 9.6.1950 R/L Yok Received by me, 19
Additional Damage or Repair Fee (if any) (per Sec. 29)	£ 30,000.00	
Docking Expenses (if chargeable)	£ 5,000.00	
Second Surveyor's Fee (if any)	£ :	

Surveyor to Lloyd's Register of Shipping.  
 J.M.P.

Committee's Minute FRI, 7 JUL 1950  
 Character Assigned Reinstated +100 A1  
 3.50 Yka S.S. Yka - 4.50 (Dr.)  
 S (Ch) 2.50 Reclassified 4.50 Linc 4.50 (with endorsement)  
 NE made - fitted '48 DBS 4.50 subject

Is Certificate required? If so, to be sent to Yokohama 21028-0036

Examined internally and tested:- after peaks double bottom tanks, OF settling and supply tanks, coffers and wing tanks. All spaces previously cleaned, ceiling and cement removed, steelwork cleaned and afterwards recoated.

The Society's freeboard requested by Owners, forms C11 and C11 comp previously forwarded under separate cover and a provisional Load Line Certificate issued, copy attached, with temporary freeboard assigned in accordance with existing certificate issued by the Japanese Government.

Arrangement on board checked and found to be in accordance with original first entry report and plans.

Repairs

It was stated that the vessel sustained damage to the aft section due to enemy action during the recent hostilities, the repairs have been examined and found to be in accordance with the approved plan with additional stiffening to poop deck fitted at this time, the workmanship and materials were found to be satisfactory.

Forecastle deck stringer plates port and starboard renewed.

Hatch coaming side stiffeners cropped and part renewed.

The following shell plates renewed at this time:-

Port: D strake Nos. 2 & 3, E strake Nos. 2 & 3.

Starboard: D strake Nos. 2 & s, E strake Nos. 2 & 3, F strake No. 16.

Forward stringer brackets (Port and Starboard) in No. 3 hold renewed.

50 hatch covers renewed.

Other repairs of a minor nature also effected at this time.

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

**ANCHORS.**

WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers	Where
ts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			

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

**CHAIN CABLES.**

Test per Certificate.	WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When a S.
	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
ts.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.				

ink, or to cause it to show through to the other side.

ACROSS THIS MARGIN.

Rpt. 9  
Rep  
Date  
No. in  
eg. Bo  
5074  
tonnage  
Nomina  
THICKNESS OF PLATING ascertained by drilling, and comparison of same with the original thickness  
REPORT NO. Yokohama  
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