

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th June 1941 When handed in at Local Office 26th June 1941 Port of YOKOHAMA.

No. in Reg. Book. Survey held at YOKOHAMA Date, First Survey 9th June, Last Survey 11th June, 1941. (No. of Visits Two)

7050 on the Wood, Iron or Steel Quad Sc.M.S. "ASAMA MARU"

TONNAGE— Built at Nagasaki By whom Mitsubishi Zosen K.K. When 1929 - 10

GROSS 16975 Owners Nippon Yusen K.K. Owners' Address X (If not already recorded in Appendix to Register Book).

UNDER DEK 11576 Managers X Port belonging to Tokyo

NET 10017

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

ellDBorDBa 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. 7050. Port YKA.

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 X

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Commencement of S.S. No. 3 and Condition Survey.

Now done:- Vessel 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, holds and tween deck spaces, and general equipment examined and found in good condition.

Windlass and steering gear examined and found in good condition.

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 | | | | X | | | | |
| Faired or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | | Bulkheads | | Engine Room Skylights | | Copper- or T.M. | |
|--|------|--|------|-------------------------------------|----------------------|------------------------------|---------------------|
| Decks | Good | | Good | | Good | | (State if on Port.) |
| Caulking of Decks | " | Ceiling | " | Coal Bunkers, Openings, Covers, &c. | X | When last tested | Year |
| Coamings | " | Cement or Asphalt | X | Oil Bunkers | Good | Boats | X |
| Beams & Fastenings | " | Rudder | Good | Scuppers | " | Masts, Yards, &c. | X |
| Outside Plating | " | Steering gear and its connections | " | Cargo Hatchways | " | Condition, how ascertained | X |
| " " in way of sidelights | X | Windlass | " | Hatches | " | (State if wedges removed) | |
| Frames | Good | Have pumps been examined and found efficient? | X | Pitching | | Equipment letter | "1" |
| Reverser Frames | X | Have Shute Valves been examined and found efficient? | X | Caulking | | Anchors, No. of | 3B 1S |
| Longitudinals | X | Have Watertight Doors been examined and found efficient? | X | Treenails | | Cables (State if now ranged) | X |
| Transverses | X | Have Ventilators and their Coamings been examined and found efficient? | X | Breasthooks & Stemson | | " length | Stated |
| Floors | Good | Have Ventilators and their Coamings been examined and found efficient? | X | Transoms, Pointers & Outches | | " (on board) | complete |
| Keelsons | " | Have Ventilators and their Coamings been examined and found efficient? | X | Timbers of Frames at openings | | " Rule length | complete |
| Stringers | " | Air and Sounding Pipes | Good | " at other places | | Chain Locker | X |
| Inner Bottom Plating | " | Doubling Plates under Sounding Pipes | " | Stringers, Clamps & Shelves | | Hawseers & Warps | Sufficient |
| Have the Tanks been examined internally? | Yes | | | Siding | (State if examined.) | Standing and Running Rigging | efficient |
| Have the Tanks been tested? | Yes | | | | | 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 S. No. 1-38"

This vessel so far as now seen, is in good condition and eligible in my opinion to be continued as classed without fresh record of survey and to have the notation of S.S. No. 3 with place and date when the Special Survey is completed.

Survey Fee (per Section 20) S.S. No. 3 £ 160.00
 Special Damage or Repair Fee (if any) £ X
 Travelling Expenses (if chargeable) £ 3.00
 Second Surveyor's Fee (if any) £

Fees applied for, 20-6-1941
 Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minutes

Character Assigned

TUE. 23 SEP 1941

100 Hrs with ftr
Sett. for Carv. Carv. able to

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Lloyd's Register Foundation

Quad Sc.M.S. "ASAMA MARU".

As part of Special Survey No.3 started as follows:-

Internally examined:- Fore peak tank, Dry tank (P & S).

Double bottom tanks:- No.2 W.B. (P & S), No.4 W.B.(P & S), No.5 F.O.(P outer, P inner, S outer, S inner), No.6 F.O.(P outer, P inner, S outer, S inner) No.8 F.O.(P outer, P inner, S outer, S inner), No.10 F.O.(P outer,P inner, S outer, S inner,) No.11 F.W.(P outer, P inner, S outer, S inner).

Deep tanks:- Cargo oil tanks (P & S), "B" F.O.T.(P outer, P inner, S outer, S inner), "D" F.O.T.(P outer, P inner, centra, S inner, S outer).

F.O. settling tanks (P & S).

Cofferdams aft No.6 F.O.T. aft No.7 P.W.T. aft No.8 F.O.T.

Pressure tested:- Double bottom tanks:- No.1 W.B. No.3 W.B.(P & S),No.5 F.O.
(P outer, P inner, S outer, S inner), No.7 F.W. (P & S), No.8 F.O.
(P outer, P inner, S outer, S inner), No.12 F.W. and No.13 F.W.

Deep tanks:- "A" F.O.T. (P outer, P inner, S outer, S inner), "C" F.O.T. (P & S), "D" F.O.T. (P outer, P inner, centre, S outer, S inner), F.O. settling tanks (P & S).

Examined:- Nos.1, 3, 4 & 5 holds and tween decks spaces, auxiliary engine room inside.

Repairs due to wear & tear:-

4 gland packing of Rudder stuffing box renewed.

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

ANCHORS.

| Number of Certificates. | Anchors. | WEIGHT BY STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|----------------------------|------------------|---------------------|------|------|---------------------|------|------|--------------------------|-------|------|-----------------------------|-------|------|------------------------|---------|--|
| | | Owts. | qrs. | lbs. | Owts. | qrs. | lbs. | Tons. | Owts. | qrs. | lbs. | Owts. | qrs. | | | |
| | 1st Bower ... | | | | | | | | | | | | | | | |
| | 2nd " | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | |
| | Collar's Weight. | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | |
| | Kedge..... | | | | | | | | | | | | | | | |

⑥ When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Zinc plate on stern frame (12" x 6" x 4ps.) renewed.

Leaking shell rivets 84 pieces caulked, and seams 14 feet caulked.

Several hatch boards renewed.

Deep tank's leaky seams 95 feet and rivets 217 in number caulked.

Port bilge keel forward end repaired and fitted with round bar.

Note:- The Owners' do not desire a fresh record of survey at this time.

Interim Certificate issued - copy attached.