

30. JAN. 1967

Ship's Name SS/ ~~SS~~ - "ASIA ENTERPRISES" Port MANILA

Processing Number: LR 532190 Gross tons 7136 Rpt. No. 1196

Port of Registry MONROVIA Date of build 1943-12 Is there a Rpt. 9? Yes

No. of visits 5 First date 14/12/66 Last date 9/1/67

Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) ROT 64236

Date of completing rpt. 14-1-67 Surveyed at, if different from Port above -

Safcon Cert. (ST) issued & copy herewith? - If surveyed in D.D. last date of examination -

Has a Load Line Survey been held? No Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (A); (B); (C); (D); (E); (F); (G); (H); (I); (J); (K); (L); (M); (N); (O); (P); (Q); (R); (S); (T); (U); (V); (W); (X); (Y); (Z); (AA); (AB); (AC); (AD); (AE); (AF); (AG); (AH); (AI); (AJ); (AK); (AL); (AM); (AN); (AO); (AP); (AQ); (AR); (AS); (AT); (AU); (AV); (AW); (AX); (AY); (AZ); (BA); (BB); (BC); (BD); (BE); (BF); (BG); (BH); (BI); (BJ); (BK); (BL); (BM); (BN); (BO); (BP); (BQ); (BR); (BS); (BT); (BU); (BV); (BW); (BX); (BY); (BZ); (CA); (CB); (CC); (CD); (CE); (CF); (CG); (CH); (CI); (CJ); (CK); (CL); (CM); (CN); (CO); (CP); (CQ); (CR); (CS); (CT); (CU); (CV); (CW); (CX); (CY); (CZ); (DA); (DB); (DC); (DD); (DE); (DF); (DG); (DH); (DI); (DJ); (DK); (DL); (DM); (DN); (DO); (DP); (DQ); (DR); (DS); (DT); (DU); (DV); (DW); (DX); (DY); (DZ); (EA); (EB); (EC); (ED); (EE); (EF); (EG); (EH); (EI); (EJ); (EK); (EL); (EM); (EN); (EO); (EP); (EQ); (ER); (ES); (ET); (EU); (EV); (EW); (EX); (EY); (EZ); (FA); (FB); (FC); (FD); (FE); (FF); (FG); (FH); (FI); (FJ); (FK); (FL); (FM); (FN); (FO); (FP); (FQ); (FR); (FS); (FT); (FU); (FV); (FW); (FX); (FY); (FZ); (GA); (GB); (GC); (GD); (GE); (GF); (GG); (GH); (GI); (GJ); (GK); (GL); (GM); (GN); (GO); (GP); (GQ); (GR); (GS); (GT); (GU); (GV); (GW); (GX); (GY); (GZ); (HA); (HB); (HC); (HD); (HE); (HF); (HG); (HH); (HI); (HJ); (HK); (HL); (HM); (HN); (HO); (HP); (HQ); (HR); (HS); (HT); (HU); (HV); (HW); (HX); (HY); (HZ); (IA); (IB); (IC); (ID); (IE); (IF); (IG); (IH); (II); (IJ); (IK); (IL); (IM); (IN); (IO); (IP); (IQ); (IR); (IS); (IT); (IU); (IV); (IW); (IX); (IY); (IZ); (JA); (JB); (JC); (JD); (JE); (JF); (JG); (JH); (JI); (JJ); (JK); (JL); (JM); (JN); (JO); (JP); (JQ); (JR); (JS); (JT); (JU); (JV); (JW); (JX); (JY); (JZ); (KA); (KB); (KC); (KD); (KE); (KF); (KG); (KH); (KI); (KJ); (KK); (KL); (KM); (KN); (KO); (KP); (KQ); (KR); (KS); (KT); (KU); (KV); (KW); (KX); (KY); (KZ); (LA); (LB); (LC); (LD); (LE); (LF); (LG); (LH); (LI); (LJ); (LK); (LL); (LM); (LN); (LO); (LP); (LQ); (LR); (LS); (LT); (LU); (LV); (LW); (LX); (LY); (LZ); (MA); (MB); (MC); (MD); (ME); (MF); (MG); (MH); (MI); (MJ); (MK); (ML); (MM); (MN); (MO); (MP); (MQ); (MR); (MS); (MT); (MU); (MV); (MW); (MX); (MY); (MZ); (NA); (NB); (NC); (ND); (NE); (NF); (NG); (NH); (NI); (NJ); (NK); (NL); (NM); (NN); (NO); (NP); (NQ); (NR); (NS); (NT); (NU); (NV); (NW); (NX); (NY); (NZ); (OA); (OB); (OC); (OD); (OE); (OF); (OG); (OH); (OI); (OJ); (OK); (OL); (OM); (ON); (OO); (OP); (OQ); (OR); (OS); (OT); (OU); (OV); (OW); (OX); (OY); (OZ); (PA); (PB); (PC); (PD); (PE); (PF); (PG); (PH); (PI); (PJ); (PK); (PL); (PM); (PN); (PO); (PP); (PQ); (PR); (PS); (PT); (PU); (PV); (PW); (PX); (PY); (PZ); (QA); (QB); (QC); (QD); (QE); (QF); (QG); (QH); (QI); (QJ); (QK); (QL); (QM); (QN); (QO); (QP); (QQ); (QR); (QS); (QT); (QU); (QV); (QW); (QX); (QY); (QZ); (RA); (RB); (RC); (RD); (RE); (RF); (RG); (RH); (RI); (RJ); (RK); (RL); (RM); (RN); (RO); (RP); (RQ); (RR); (RS); (RT); (RU); (RV); (RW); (RX); (RY); (RZ); (SA); (SB); (SC); (SD); (SE); (SF); (SG); (SH); (SI); (SJ); (SK); (SL); (SM); (SN); (SO); (SP); (SQ); (SR); (SS); (ST); (SU); (SV); (SW); (SX); (SY); (SZ); (TA); (TB); (TC); (TD); (TE); (TF); (TG); (TH); (TI); (TJ); (TK); (TL); (TM); (TN); (TO); (TP); (TQ); (TR); (TS); (TT); (TU); (TV); (TW); (TX); (TY); (TZ); (UA); (UB); (UC); (UD); (UE); (UF); (UG); (UH); (UI); (UJ); (UK); (UL); (UM); (UN); (UO); (UP); (UQ); (UR); (US); (UT); (UU); (UV); (UW); (UX); (UY); (UZ); (VA); (VB); (VC); (VD); (VE); (VF); (VG); (VH); (VI); (VJ); (VK); (VL); (VM); (VN); (VO); (VP); (VQ); (VR); (VS); (VT); (VU); (VV); (VW); (VX); (VY); (VZ); (WA); (WB); (WC); (WD); (WE); (WF); (WG); (WH); (WI); (WJ); (WK); (WL); (WM); (WN); (WO); (WP); (WQ); (WR); (WS); (WT); (WU); (WV); (WW); (WX); (WY); (WZ); (XA); (XB); (XC); (XD); (XE); (XF); (XG); (XH); (XI); (XJ); (XK); (XL); (XM); (XN); (XO); (XP); (XQ); (XR); (XS); (XT); (XU); (XV); (XW); (XX); (XY); (XZ); (YA); (YB); (YC); (YD); (YE); (YF); (YG); (YH); (YI); (YJ); (YK); (YL); (YM); (YN); (YO); (YP); (YQ); (YR); (YS); (YT); (YU); (YV); (YW); (YX); (YY); (YZ); (ZA); (ZB); (ZC); (ZD); (ZE); (ZF); (ZG); (ZH); (ZI); (ZJ); (ZK); (ZL); (ZM); (ZN); (ZO); (ZP); (ZQ); (ZR); (ZS); (ZT); (ZU); (ZV); (ZW); (ZX); (ZY); (ZZ)

Survey fees P800

Damage fee -

Expenses P 20

Cables 120

S.A. fee -

I have surveyed the above-named ship in accordance with the Rules for Wear & Tear Repairs, Condition of Class & Progress of Mod. SS 9.66 (4 mos.)

NOW DONE FOR WEAR & TEAR REPAIRS:-

(Frs. from Aft)

Chain locker centre line bulkhead (frames 134-140) cropped out & part renewed, holed & thinned plating 5/16" x 8" x 7'-0 plate.

Ford O.T. Bulkhead of OF Deep Tank No. 4 Hold (P) (cement Boxes).

Port OF Tank: Cement box fitted between port deep tank & aft bulkhead of engine room now renewed & holed section patched on engine side (3/8" x 10" x 10" & 3" x 10") & doubler fitted (2'x 1' x 3/8") welded on deep tank side; Deep Tank pressure tested & found in order.

No. 1 Hold (Lower)

Badly buckled bulb angle stiffener on after centre bulkhead cropped, faired & re-welded almost whole length.

Three (3) norizontal brackets fitted over on both sides.

Plating adjacent to the bulb angle stiffeners part renewed 1

(P.T.O.)

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits -

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed ~~SS~~ without fresh record of dry docking. & Notation Modified SS 9.66 (4 mos.) as previously recommended without condition regarding the Shell Plating (Cement Box) in way of FP store but subject to all conditions of class being dealt with by end of January 1967.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

F. L. PIEZAS

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

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Foundation

604369-004373-0033

†Condition		†Condition	
Shell plating	-	*Hatchways	Good
Sternframe	-	*Ventilators & air pipes	-
Rudder	-	*Casings	Good
Was rudder lifted?	-	*Fiddle openings	Good
Plating, etc. in way of shell openings	-	*Skylights	Good
F.P. spaces	Good	*Flush deck scuttles	-
Chain locker	" " "	*Deckhouses & companionways	-
A.P. spaces	-	*Superstructures	-
Engine space	Good	*Side, bow & sterndoor	-
Boiler space	"	*Side scuttles & deadlights	Good
Under E. & B.	Good	*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	Good
Tunnel & well	-	Guard rails & bulwarks	-
Duct keel	-	Freeing ports	Good
Cement, asphalt, etc., on btm. shell	-	Gangways & lifelines	-
Weather decks	-	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	-	Means of escape:	Good
Windlass	Good	(a) machinery spaces	-
Masts & standing rigging	Good	(b) crew and passenger spaces	-
Hand pumps & suction	-	(c) spaces in which crew normally employed	-
W.T. doors	-	Communications between:	-
Fire equipment	-	(a) bridge & eng. room	-
		(b) bridge and alternative steering position	-
		Steering control systems (main and alternative)	-
Other items:		Helm indicator	-
		Protection of aft steering wheel & gear	-
		Steering arrangements (main)	-
		" " (aux.)	-

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter	Cables	State if ranged
Fee ltr., if diff. from eqpt. ltr.		Length on board
Anchors: No. on board		Mean dias. range from
		Rule length
		Mooring ropes

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

Ship's Name SS/MS "ASIA ENTERPRISES"

Port MANILA

Rpt. No. 1196

foot across to almost full height of bulkhead (about 11 ft.).

Cropped & part renewed lower section of aft centre line bulkhead about 2 feet above tank top.

Ford centre line bulkhead part renewed bottom section 1 foot & 3 feet across.

No. 1 Hold Tween Deck

1) Renewed 1 deteriorated bracket on aft transverse bulkhead fr. 133 from ford using 3/8" x 6" x 8".

2) Renewed deteriorated deck margin plate on between frs. 146-147, 140-141 & 134-135 using 3/16 x 13" plate (portside).

No. 2 Hold Tween Deck

1) Cropped out & part renewed deteriorated deck margin plate between frms. Nos. 113-116.

2) Cropped & part renewed deck margin plate at frs. 130-133.

No. 2 Hold

Aft centre line bhd. part renewed 1½ ft. from tank top frs. 105-112.

No. 3 Tween Deck

Cropped & part renewed deck margin plate portside about 7 frame spaces. At stbd. side about 7 frame spaces.

No. 3 Hold

1) Cropped & part renewed bhd. stbd. side aft (3 & 3A) & new plate 3/8" x 10" x 9 ft. fitted.

2) Doubler fitted aft bulkhead portside 3/8" x 8" x 8" plate due to holed section.

3) Part renewed leaky fuel vent pipe 2½" dia. at portside.

No. 3A Hold - 3 frame brackets portside adjacent No. 3A bulkhead deteriorated & cracked. No repairs done this time.

No. 4 Tween Deck

1) Cropped & part renewed deck margin plate about 3 frame spaces.

2) Cropped & part renewed deck margin plate about 6 frame spaces.

No. 5 Tween Deck

Cropped & part renewed deck margin plate portside about 7 frame spaces.

No. 5 Hold

Two buckled bottom brackets faired up frames 13 & 14.

S t e m

Holed section of stem nose plating 30" waterline doubled with 3/8" x 12" x 10" plating.

Forepeak Stores (Cond. of Class SRL 263) Shell Plating (cement Box) in way FP Stores

Cement box in way of port hawse pipe removed & part renewed plate between frs. 171 & 172.

Doubler fitted inside plating frs 171, 172 & 173 with 3/8" x 22" x 24" plate.

Fitted additional transverse stiffeners between frs. 171 & 172, 172 & 173 (3/8 x 9 x 36" with 2" & longitudinal stiffeners fitted frs 171, 172 & 173 with 3/8" x 9" x 70" x 2" flat bars).

Ship's Name SS/MS

Port MANILA

Rpt. No. 1196

Examined and found in order.

The above item constitute a condition of class & it is recommended that this be deleted from the ship's class & noted in SRL Appendix.

Renewed 2 brackets stbd. side frs. 162 & 163.

Portable Hatch Beams Tween & Upper Decks

39 hatch beams faired up due to buckled & wavy angle top & bottom sections.

Ceiling under hatchways Nos. 1, 2 & 4

New ceiling boards fitted in No. 1, 2 & 4 holds square of the hatches.

Tank Top Plating of Aft Peak Tank

Doubler fitted in way of crew accommodations about 30" x 30" x 3/16".

Standing Rigging of Masts

One fore & aft stays forward mast renewed with ship's spares.

Windlass Cable Lifters

Now reversed in position with worn side of sprockets not bearing on chain. Windlass tested & found in order.

Ventilators

4 holed ventilator cowls patched up.



Ship's Name SS ~~XXX~~**"ASIA ENTERPRISES"**Port **MANILA**

S.S.() Due

Rpt. No. **1196**

Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
			(See illustrations in Register Book)		
No. 1	Hold	Good	F.P. tank	Good	-
"	'Tween decks	"	A.P. tank	-	
			D.B. tanks & c/dams	-	
No. 2	Hold	Good			
"	'Tween decks	"			
No. 3	Hold	-			
"	'Tween dks	Good			
No. 3A	Hold	-			
	'Tween dk	Good	O.F. bunkers		
No. 4	Hold	"			
"	'Tween decks	"			
No. 5	Hold	Good			
"	'Tween decks	"	Settling tanks		
No. 6	Hold		Deep tanks		
"	'Tween decks		Port Deep Tank	Good	Yes
			Side tanks		
	Cargo battens	-			
	Ceiling, etc	Good	Other tanks:		

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

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Foundation

Surveyor to Lloyd's Register of Shipping
F. L. PIEZAS

0033 4/5

Rpt. 8 (Rig)

Ship's Name SS/~~XXX~~

"ASIA ENTERPRISES"

(Matter above line is completed by Lloyd's Register of Shipping)

Port

MANILA

Rpt. No.

1196

Port of.....MANILA

Date.....14th January 1967

REPORT ON MASTS, SPARS AND RIGGING

Dear Sir(s),

In accordance with your instructions, I examined the Masts, Spars and Standing Rigging, including fittings, of the SS/~~XXX~~ "ASIA ENTERPRISES"

on the (date of examination) 9th January 1967, and found that all remained satisfactory except two stays fore & aft which are now renewed with ship's spares.

Fee.....

Rigger.....

To the Surveyor(s),

Lloyd's Register of Shipping,

Surveyor.....

F. L. PIEZAS