

Sanes No 5  
Ri

Ship's Name ~~SS/MS~~ "ASIA ENTERPRISES" (ex. "SHAUKIWAN")

Gross tons 7,316 Port of Registry Hong Kong Port Kobe

Date of build 12/43 Is there a Rpt. 9? Yes Rpt. No. 14868

No. of visits 8 First date 28th August, 1965 Last date 5th September, 1965.

Interim Cert. issued Yes Damage rpt. issued No Last rpt. (H.Q. only) CTN 7260  
& copy herewith? B-121866 & copy herewith?

Date of completing rpt. 6th Sept., 1965. Surveyed at, if different from Port above Aioi

Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 2nd September, 1965.

Has a Load Line Survey been held? Yes Summer freeboard as verified 10'-6 1/2"

State which additional Rpt. 8 is attached: (Cont); (~~PS~~); (~~DR~~); (~~EQ~~); (~~Rig~~)

Survey fees DS £14-0-0  
Part SS 45-12-0  
GE 76-0-0

Damage fee - Expenses £11-0-0

S.A. fee £18-0-0

30 SEP 1965  
21 OCT 1965

action 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

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

I have surveyed the above-named ship in accordance with the Rules for General Examination for Postponement of special survey (C) due May, 1965 until May, 1966; Commencement of special survey (C) due May, 1965; Damages, Times and Causes stated unknown.

REPAIRS WEAR & TEAR

- Rudder side plate (port);- fractured veed out and welded, doubler fitted.
- Several shell rivets in way of Aft Peak welded over.
- Load Line  
35 - Hatchboards renewed, also End Bands supplies where missing;  
8 - Tarpaulins renewed for Main Cargo Hatches, locking bars and hatch beams faired and 250 wedges now supplied.  
7 - Wire gauzes renewed in O.F. Air Pipes and 20 wood plugs and 15-canvas covers now supplied. Guard rails faired where distorted. Companionway to crew accommodation aft cropped and part renewed and door renewed. Skylights to crew accomm. aft - covers renewed. All stormvalves overhauled. Hand Pump to Aft Peak renewed.
- Internal  
(a) 2nd frame from forward (P & S) in Fore Peak found fractured below Upper Deck Beam Knee. Frames now cropped and part renewed.

- P. T. O. -

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 with/without fresh record of dry docking and that special survey (C) due 5/65 be postponed until May, 1966 subject to Bowed shank and stopper pin (port anchor) and bowed stopper pin (Starboard anchor) being repaired by S.S. 5/66 and oversized spare anchor being replaced by anchor of Rule size by S.S. 5/66; Thin strength Deck plates first inboard from stringer abreast No.4 Hold Hatchway (P & S) being renewed and adjacent deck plates being specially examined and dealt with as necessary S.S. 5/66; Temporary Manilla Rope and Wood Block forming part of Auxiliary steering Gear being replaced by S.W.R. and suitable blocks S.S. 5/66;

\* - Cont'd/-

(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 THURSDAY 18 NOV 1965

Minute

JRGS/my

J.R.G. Smith  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

OTRO

SRL

POSTING

HEADER

CERT

NOTED BY  
C.S.D.S.  
only

Deferred for comp SS

DS 9.05 subject Postponement of comp SS until 5-66 approved

004369-00373-0131 1/4

- (b) Strum box renewed in No.1 Hold (S)  
Bilge piping throughout holds (P & S) renewed where found corroded.  
Satisfactory bilge pumping test then carried out.
- (c) Sound pipes to Hold Bilge Wells renewed where found corroded and striking pads fitted where necessary.
- (d) Lower strake of Bhd. No.135 (Nos.1/2 Holds)(port) doubled where thin.

DEFERRE REPAIRS WEAR & TEAR

In the following cases, the Owners superintendent requested that permanent repairs be deferred until completion of special survey May, 1965. It is submitted that this request receive the favourable consideration of the Committee, the vessel remaining efficient meantime.

1. Anchors (Ball and socket type shank)

Port Anchor - shank slightly bowed  
stopper pin slightly bowed.

Stb'd Anchor - stopper pin slightly bowed.

Spare Anchor on board is of Improved stockless type and is too large for this vessel, it being considered impossible to house properly in hawse pipe. (This anchor approx. 30" longer than actual working anchors).

It is recommended that bowed shank and stopper pin (port anchor) and bowed stopper pin (starboard anchor) be repaired at special survey May, 1966 and spare Anchor be replaced by Rule size Anchor for vessel by May, 1966 (Condition of Class). See letter.

2. Strength Deck Plating

First strake from stringer (P & S) abreast No.4 Hold Hatchway found thin

port = 0.41	original = 0.63
stb'd = 0.43	original = 0.63

(See attached sheet "Result of plate thickness" for Record Purposes.)

It is recommended that these plates be renewed and adjacent deck plates specially examined and dealt with as necessary at special survey May, 1966 (Condition of Class).

Strength Deck found generally waved.

Recommended that this be recorded in the S.R.L. Appendix to be kept under observation.

3. Aux. Steering Gear (Block and Tackle)

No S.W.R. Tackle and associated Blocks could be produced for the cover deck lead to Winch. This missing gear now temporarily replaced by Manilla Rope (shackled to existing S.W.R.) and Wood Blocks.

It is recommended that this temporary gear be replaced by S.W.R. and suitable blacks at special survey May, 1966 (Condition of Class).

- cont'd/-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Rpt. (cont.)

Ship's Name SS/MS "ASIA ENTERPRISES" (ex. SHAUKIWAN")

Port Kobe

Rpt. No. 14868

4. Double Bottom Floors

Nos. 2(P&S), 4(P&S) & 7(P) Double Bottom Tanks now generally examined, and several floors in each found buckled. It is recommended that buckled floors in double bottom tanks be specially examined and dealt with as necessary at special survey May, 1966. (Condition of Class)

Damage (Times and causes stated unknown)

In the following cases, the Owners superintendent requested that permanent repairs be deferred until completion of special survey May, 1965. It is submitted that this request merits the favourable consideration of the Committee, the vessel remaining efficient meantime.

It is recommended that these items be made conditions of class, to be specially examined and dealt with as necessary at special survey May, 1966.

Shell plate numbered from aft ;

Keel No. 4 set up.

A10 (port) set up.

E10, F5, H6, G14 and Bhd. in way (port side) set in.

F18 in way Fore Peak and frame in way set in (temporarily repaired by doubler plate at this time.)

G9 (starboard) set in.

OUTSTANDING CONDITIONS OF CLASS (S.R.L. 239) - None.

NEW ITEMS

Bowed shank and stopper pin (port anchor) and bowed stopper pin (starboard anchor) to be repaired at S.S. 5/66, and oversized spare anchor to be replaced by Anchor of Rule size by S.S. 5/66.

Thin strength deck plates first inboard from stringer abreast No. 4 Hold Hatchway (P & S) to renew and adjacent deck plates to be specially examined and dealt with as necessary S.S. 5/66.

Temporary Manilla Rope and Wood Blocks forming part of Aux. Steering Gear to be replaced by S.W.R. and suitable blocks at S.S. 5/66.

Buckled Double Bottom floors to be specially examined and dealt with as necessary S.S. 5/66.

Shell plates from aft Keel No. 4 and A10 (port) set up, E10, F5, H6 and G14 with bulkhead in way (port side) set in, F18 and Fore Peak frame in way set in (now temporarily doubled), G9 (starboard) set in to be specially examined and dealt with as necessary at S.S. 5/66.

OUTSTANDING S.R.L. APPENDIX ITEMS (No. 16)

Shell plate K1 (S.S.a.) now examined and continues to remain efficient. Recommend this item be continued in S.R.L. Appendix.

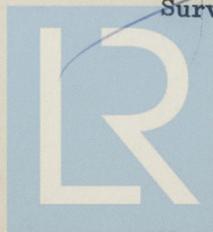
NEW ITEMS

Wavy strength deck to be kept under observation

ALTERATIONS TO REGISTER BOOK

Vessel changed name at this time to "ASIAN ENTERPRISES" (ex. "SHAUKIWAN")  
Owners :- Messrs. Asia Shipping Enterprises Limited,  
1104, Wong House, 26-30, Des Voeux Road, West  
HONG KONG.

*J.R.G. Smith*  
Surveyor to Lloyd's Register  
J.R.G. Smith



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Rpt. 8 (cont.)

Ship's Name SS/~~MS~~ "ASIA ENTERPRISES" ex. "SHAUKIWAN"

Port Kobe

Rpt. No. 14868

\*  
Buckled D.B. Floors being specially examined and dealt with as necessary S.S. 5/66 ; shell plates from aft Keel No.4, A10 (port) set up, E10, F5, H6 and G14 with bulkhead in way (port side) set in, F18 and fore peak frame in way set in (temporarily doubled) G9 (starboard) set in, all being specially examined and dealt with as necessary S.S. 5/66, and to any other outstanding items of class being dealt with as previously recommended.

*J.R.G. Smith*  
Surveyor to Lloyd's Register

J.R.G. Smith



Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS	"ASIA ENTERPRISES" (ex. "SHAUKIWAN")	Port	Kobe
S.S. (	C	) Due	5/65
		Rpt. No.	14868
In dry dock from	28th August, 1965.	In dry dock to	3rd September, 1965.
	<u>Examined &amp; condition</u>		<u>Examined &amp; condition</u>
Shell plating	Yes Good	* Air & sounding pipes	Generally Good
Sternframe	Yes Good	Doublers under " "	Yes, in Holds, Peaks, Nos. 2, 4, 7 D.B. Tanks, Good
Rudder	Yes Good	Steering arrangements (main)	Yes Good
Was rudder lifted?	No	" " (aux)	Yes Good
Plating, etc. in way of shell openings	Yes Good	Windlass	Yes Good
Side scuttles & deadlights	Yes Good	Masts & standing rigging	Yes Good (From Deck)
Overbd. scuppers & discharges	Yes Good	Hand pumps & suction	Yes Good for S.S.
F.P. spaces	Not examined	W.T. doors	Yes Good
Chain locker	Not examined	Bulwarks, freeing ports, etc.	Yes Good
A.P. spaces	Not examined	Summer freeboard as verified	10'-6 1/2" ✓
Engine space	Generally Good		
Boiler space	Generally Good		
Under E. & B.	Generally Good		
Coal bunker	None	<u>EQUIPMENT:</u>	
Tunnel & well	Not examined	Equipment letter	c + 6762 C37 S33 ✓
Cement, asphalt, etc., on btm. shell	Generally Good	Fee ltr.; if diff. from eqpt. ltr.	
Weather decks	Yes Good	Anchor: No. on board	3B 1S ✓
* Casings	Yes Good	State if ranged	Yes
* Deckhouses	Yes Good	Length on board	270 fathm. ✓
* Superstructures	None	Mean dias. range from	1 15/16" to 2" ✓
* Skylights	Yes Good	Rule length	270 fthm. Dia. 2-1/16" ✓
* Companionways	Yes Good	Mooring ropes	Stated sufficient.
* Hatchways	Yes Good	Cables	Good for S.S.
* Ventilators	Yes Good	For Anchors -	See Recommended Conditions of Class.
Other items:			

\* These items to include their closing appliances  
Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"

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J.R.G. Smith  
Surveyor to Lloyd's Register of Shipping  
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HOLDS & 'TWEEN DECKS:	Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1 Hold	Generally Good	F.P. tank	Yes Good for S.S.	
" 'Tween decks	Generally Good	A.P. tank	Yes Good for S.S.	
		D.B. tanks & c/dams	Yes Good	
No. 2 Hold	Yes Good for S.S.	No. 2 D.B. (P & S)	Generally Good	
" 'Tween decks	Generally Good	4 D.B. (P & S)	Generally Good	
		7 D.B. (P)	Generally Good	
No. 3 Hold	Yes Good for S.S.	O.F. bunkers	Not examined	
" 'Tween decks	Generally Good		Not examined	
			<u>Not examined</u>	<u>Not tested</u>
No. 4 Hold	Yes Good for S.S.		Generally Good	
" 'Tween decks	Generally Good	Settling tanks	None	
No. 5 Hold	Yes Good for S.S.		Generally Good	
" 'Tween decks	Generally Good	Deep tanks	Yes Good	
			Yes Good	
No. 6 Hold	None	Side tanks	None	
" 'Tween decks	None		Yes Good	
		Wing tanks	Yes Good	
			Yes Good	
Cargo battens	None			
Ceiling, etc.		Other tanks:		
No. 1 Hold	None			
2 Hold	None			
3 Hold	Yes Good			
4 Hold	Yes Good (Under square)			
5 Hold	None			
Tunnel Top	None			

