

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th Jan. 1952 When handed in at Local Office 19... Port of KOBE  
No. in Survey held at Kasado Date, First Survey 26th Oct. Last Survey 13th December 1951  
Reg. Book. (No. of Visits 15)

36345 (a-p) on the ~~Wood, Iron or Steel~~ S.S. "HAKUZAN MARU" (ex "ATLANTIAN")  
TONNAGE: Built at Dundee By whom Cledon S.B. & E. Co. Ltd. When 1928 MONTH 8  
GROSS 6,598.54 Owners Miyachi Steamship Co. Ltd. Owners' Address ---  
UNDER DK 6024 Managers --- (If not already recorded in Appendix to Register Book)  
NET 3,999.96 Port belonging to Kobe, Japan

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Kasado, Japan Destined Voyage  
Cell/D/B/D/Ba feet; u/E & 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. 133585 Port Rio

CHARACTER		Machinery and Boiler Surveys (Including date of N.B., if any)	
* For Special Survey, Date of last Survey and of Periodical Surveys.			
+100 A1	7.51	+LMC	
10.50		BS 11.19	3.51.
SS Liv. 4,47		MS 4,47	
		T3CL 12,49	

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey and conversion to Oil Fuel Burning.  
Now Done:- Ship placed in drydock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked November 1951.

Examined:- All holds, 'tween decks, fore and after peak spaces,, engine and boiler spaces, under engines and boilers, ash shoots, plating in way of ash shoots and sidelights, decks, hatchways, 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 and boats. Freeboard verified. Shell plating drilled and gauged, list of thicknesses attached.

Examined (internally) & tested:- Fore and after peak tanks, all double bottom tanks, C.F. bunkers and settling tanks, all deep tanks.

All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced. 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 Fairled or Repaired								
Fairled or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Felt)	
Decks	Good		Good		Good		When fitted, Month Year
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, etc.	"		
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"		
Beams & Fastenings	"	Rudder	"	Scuppers	"		Boats Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"		Masts, Yards, &c. "
" " In way of sidelights	"	Windlass	"	Hatches	"		Condition, how ascertained by Exam. (State if wedges removed.)
Frames	"	Have pumps been examined and found efficient?	Yes	Planking			Equipment letter at
Reverse Frames	"	Have Stairs, Ladders, etc. been examined and found efficient?	Yes	Caulking			Anchors, No. of 3B 1S
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails			Cables (State if now ranged) Yes
Transverse	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson			" length 270 mean diam. 2 3/32 (on board)
Floors	Good	Have the Tanks been examined internally? Yes		Transoms, Pointers & Crutches			" Rule length 270 size 2 5/16
Keelsons	"	Have the Tanks been tested? Yes		Timbers of Frame at openings			Chain Locker Good
Stringers	"	Air and Sounding Pipes	Good	" " at other places			Hawsers & Warps Sufficient
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Stringers, Clamps & Shelves			Standing and Running Rigging Good
Salting				Salting			

### 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 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, is in good and efficient condition and is eligible in our opinion to remain as now classed and to have a fresh record of Survey S.S.Kasado 12.51(Dr) and fresh record of drydocking 1951.

Survey Fee (per Section 29)	Y173,376-	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	Y 10,080-	19
Derrick test	Y 15,000-	
Travelling Expenses (if chargeable)	Y 38,240-	Received by me,
Late fees	Y 12,700-	19
Second Surveyor's Fee (if any)	Y 30,240-	
C.F. conversion		

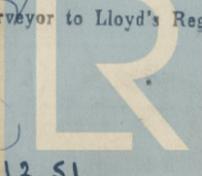
Committee's Minute

Character Assigned  
Wite Kob.

CERTIFICATE WRITTEN  
S.S. Kob. - 12, 51 (Dr)

THU 12 JUL 1952

G. Young + M. Lamskull  
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

004520-004526-0024 1/2

"HAKUZAN MARU"

Wear & Tear Repairs:- Shell-Port. H.9.10. renewed.  
Port H.8.G.8.9. Part doubled in way of Pump discharge.

Forecastle Deck:- 10 plates renewed.

Upper Deck:- Abreast No.4 Hatch. Port. 1 deckplate renewed.  
Starbd. 2 Deckplates renewed.

W/T Bulkhead Frd.94 7 plates renewed.

Deep Tank :- 9 frames port and 9 starbd fitted with bosom plate from bilge bracket to above shell stringer.  
Tank Top gusset plate part renewed port and Starbd.

Frames at 2nd and 3rd Deck in way of Cross Bunker part doubled in way of cement chock (port and starbd) at upper Bunker Tween Deck-Port Side part doubled in way of cement chocks.

Side Bunker frames - Port. 14 reverse bars renewed.  
Starbd. 15 reverse bars renewed.

Engine Room frames - Port 3 frames fitted with bosom straps in way of Bilge Bhts.

1 Reverse frame cropped and part renewed.  
Bridge deck frames in way of F.W.Tank, 7 port and 7 starbd part doubled in way of cement chocks.

Chain Locker:- Port & Starbd bulkheads part doubled at bottom.

Hatch Coaming:- Upper deck- Side coaming deck angles renewed with larger standing flange forming hatch coaming doubling at No.1 & 2 Hatches. Port & Starbd.  
No.3 & 5 Hatches Port  
No.4 Hatch Starbd.

Casing Top:- Part doubled.

Boiler Stools :- 4 girders with collision chocks renewed complete under boilers.

Air pipes :- (Double Bottom) examined and several lengths renewed.  
All Bulwark hinged doors have now been permanently seamed by fitting riveted straps on bulwark plates and rails.

Rigging :- 2 main mast stays, 2 funnel stays and 1 derrick port stay renewed.

S.R.L:- (Endorsement). The indented bottom plating (4 plates in B. & C strakes) starbd have now been dealt with. Plates removed, faired and refitted and floors in way faired in place.

The vessel has changed Ownership at this time.

New Owners:- Miyachi Steamship Co.,Ltd.

Gross Tonnage:- 6,598.54 Tons

Nett :- 3,999.96 "

Port of Registry:- Kobe.

Official Number 68199

Signal Letters:- J.I.O.P.

Oil Fuel Conversion:- and Settling Tank.

An Oil Fuel Bunker and Settling Tank has been built into the existing Port & Starbd

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

Coal Side Bunkers, complete with pumping, air pipes, sounding pipes, gutterways, and bulkhead sheathing.

Cofferdams:- Have now been fitted in the double bottom at Frs 160-1 between No.1 Tank and Fore Peak.

89-90 between No.3 and 4 D.B.Tanks.

36-37 between Nos. 6 & 7 D.B. Tanks.

O.F. Can be carried in the Nos.1,2,3,5,6 and Side Bunkers.

(As fitted plans enclosed Fuel Oil Tanks  
Settling Tanks.)

SHELL DRILLINGS

SHELL DRILLINGS:-

Table with columns: Strake, Amidships (Original, P., S.), Forward (Original, P., S.), Aft (Original, P., S.). Rows K, J, H, G, F, E, D, C.

Plate marked X renewed at this time.

Interim Certificate issued, copy attached hereto.

Handwritten signature/initials.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Handwritten numbers: 77, 110, 2, 3, 6, 245

