

3 - MAR 1952

No. 549

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 9th Jan. 1952 When handed in at Local Office 1952 Port of KOBE  
No. in Survey held at Kasado Date, First Survey 26th Oct. Last Survey 13th December 1951  
Reg. Book. 36345 (a-p) the ~~Wood, Iron or Steel~~ S.S. "HAKUZAN MARU" (ex "ATLANTIAN") (No. of Visits 15)

TONNAGE :-  
GROSS 6,598.54  
UNDER DECK 6024  
NET 3,999.96

Built at Dundee

By whom Cledon S.B. &amp; E. Co. Ltd.

YEAR 1928 MONTH 8

Owners Miyachi Steamship Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Port belonging to Kobe, Japan

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Kasado, Japan

Destined Voyage

Cell D B or D Ba feet; u E & 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. 133585 Port Rio

(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

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
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.	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	at
Reverse Frames	"	Have Watertight Doors been examined and found efficient?	Yes	Caulking		Equipment letter	3B 1S
Longitudinals		Have Ventilators and their Coamings been examined and found efficient?	Yes	Treenails		Anchors, No. of	3B 1S
Transverse		Air and Sounding Pipes	Good	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Floors	Good	Doubling Plates under Sounding Pipes	"	Transoms, Pointers & Crutches		" length 270 mean diam. 2 3/32	
Keelsons	"			Timbers of Frame at openings		" Rule length 270 size 2 5/16	
Stringers	"			" " at other places		Chain Locker	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient
Have the Tanks been examined internally?	Yes			Siding		Standing and Running Rigging	Good
Have the Tanks been tested?	Yes						

## General Observations, Opinion as to Class, Recommendation, &amp;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, 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) Y 10,080-

19

Travelling Expenses (if chargeable) Y 38,240-

Received by me,

Late fees Y 12,700-

19

Second Surveyor's Fee (if any) C.F. conversion 30,240-

Committee's Minute

Character Assigned

With Kob.

THU 12 JUL 1952

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

+ LMC 12,51

Fitted for oil fuel 12,51, F.P. above 150° J

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

Is certificate required? If so, to be sent to

004520-004526-0024 1/2



