

DISCLOSED
No.

(Received at London Office

No. 11845

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report: 23rd June 41 When handed in at Local Office: 1st July 1941 Port of Kobe

No. in Reg. Book: 18838 Survey held at Tama Date, First Survey 14/2/41 Last Survey 21/6 1941 (No. of Visits 7)

on the ~~Wood~~ ~~Iron~~ Steel M/V "AKAGISAN MARU"

TONNAGE - Built at Tama Dockyard By whom Mitsui Bussan Kaisha Ltd When 1924 7

GROSS 4634 Owners Mitsui Bussan Kaisha Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DEK. 3932 Managers Port belonging to Kobe

NET 2788

Surveyed Afloat or in Dry Dock? Both Name of Dock Tama Dock Destined Voyage

WB=CeildBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

Last Report, No. 11397. Port Kob.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned by subject.	Machinery and Boiler Surveys (including date of N.B. in any).
*100A1 2,40		*LNC(CS) 1,37 2,40
		DBS 2,40
		TS(CL) 2,40
ssKob.No.3-1,37		

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY 2ND NO.1, S.R.L. & ALTERATION TO TONNAGE AND DAMAGE stated to have been caused by the vessel bumping against No.10 Quay at Hirohata whilst coming into port from Panbuan, Samor Island, on the 25th January 1941. Damage Report not required. No insurance claim.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder, stern frame and stem, cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space cleared for survey, ceiling lifted as required by rules, oxidation removed from all parts and steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

(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						1		
Removed and Paired or Repaired					2			
Faired or Repaired in place	3	2	1					

PRESENT CONDITION OF THE		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Deck	Good	State if Tanks have been examined inside	Yes	Good	--
Caulking of Decks	"	State if Tanks now tested	"	"	When put on, Month -- Year --
Coamings	"	Bulkheads	Good	"	Boats
Beams & Fastenings	"	Ceiling	"	"	Good
Outside Plating	"	Cement or Asphalt (State which.)	"	"	Masts, Yards, &c.
" " in way of sidelights	"	Rudder	"	Good	Condition, how ascertained
Breastheads	"	Steering gear and its connections	"	"	From aloft.
Transoms	"	Windlass	"	"	(State if wedges removed)
Frames	"	Have pumps now been examined and found efficient?	Yes	"	Sails
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	Yes	"	Equipment letter
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	Yes	"	Anchors, No. of
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	"	Chain Locker
Floors	"			"	Cables (State if now ranged)
Keelsons	"			"	" length 270 fms mean diamr 2-1/16"
Stringers	"			"	" Rule length 270 fms size 2-2/16"
Inner Bottom Plating	"			"	Hawser & Warps
				"	Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 6,41 and the Notation S.S. Kob. No.1-41.

Survey Fee (per section 20)	Yen	: 320.00	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	X		23/6 1941
Travelling Expenses (if chargeable) (Including Machinery)	Yen	: 137.00	Received by me,
Second Surveyor's Fee (if any)	£		28/6 1941

Committee's Minute TUE, 7 OCT 1941

Character Assigned 100 A1
S6.41 S.S. NO.1-41 + Lmc:CS6.41
DBS6.41 6.41

Surveyor to Lloyd's Register of Shipping.

TUE 5 MAY 1942

OMIT CLASS ON RE-PRINT

Lloyd's Register Foundation

-9 SEP 1941

Rpt. 9a.

Port of Kobe

(3) (HULL)

Continuation of Report No. 1845 dated 23rd June 1941 on the "AKAGISAN MARU"

Top plating renewed with wider plate 4'-8" of 1" thick to extend over new additional girders between Frame Nos. 67 and 80 (i.e., between fore and aft W.T. bulk-heads in engine room at side) and outside of previous inner girders.

Between Frame Nos. 67 and 61, the outer girders were already fitted at thrust recess.

The rivetting on inner girders found remarkably slack and now renewed.

New outer girders are of 12mm thick plate which bears double vertical angles of 3 1/2" x 3 1/2" x 13 mm. on every frame and attached to top plate and inner bottom by lug angle of 3 1/2" x 3 1/2" x 12 mm.

Outer girders are also connected to inner girders by floor plates of 15 mm. thick and these floors are attached to top and bottom by double angles of 4" x 4" x 12 mm at every frame.

Inner girders on port and starboard sides are connected by 13 mm thick top plates at Frame Nos. 63 and 78.

ALTERATION TO TONNAGE:-

Alterations have been made mostly under bridge space for newly fitting crew's quarter and baggage room, etc.

Measurement for tonnage alteration was made by the Government Surveyor and will be reported later when decided.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found in good condition.

Double bottom tanks, deep tanks and fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, rods, chains, sheaves and hand gear, pumps, sluice valves, W.T. doors, scuppers, skylights, masts (with dk angles) spars, rigging (from aloft) anchors, chaincables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

The whole of the rules requirements for S.S. 2nd No. 1 have now been complied with.

S. R. L:- S.S. 2nd No. 1 completed.

REPAIRS DUE TO DAMAGE:-

Starboard side in way of fore peak:-

3-stem plates (K-17, J-16 and H-16) - faired in place - indented.

1-fore peak tank top plate partly renewed and shell angle in way removed, faired and refitted - buckled.

2-main frames, released and faired, in fore peak tank and store - slightly buckled.

1-reverse frame, released and faired - slightly bent.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			

Iron Stream Chain or Steel Wire....

2-beams, released and faired at end - slightly bent.

3-beam brackets, removed, faired and refitted - bent.

1-beam bracket, faired in place - bent.

Fore peak tank tested on completion.

All removals replaced in order.

Disturbed work recoated.

REPAIRS DUE TO WEAR AND TEAR:-

About 600 slack rivets in double bottom tanks renewed.

Main engine seating repaired and or reinforced as follows:-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

005552-0055566-0070