

18 JUL 1927

5455

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8/6/27 When handed in at Local Office 19 Port of Kobe.
No. in Survey held at Osaka. Date, First Survey 29/1/27 Last Survey 27/5/19 27
Reg. Book. (No. of Vinta Forty.)

15691. 63667 on the ~~Wood, Iron or Steel~~ TWIN SCREW MOTOR VESSEL "ASUKA MARU"
TONNAGE: Built at Glasgow. By whom D & W. Henderson & Co. Ltd. When 1924 MONTH 11
GROSS 7523 Owners Nippon Yusen Kabushiki Kaisha. Owners' Address
UNDER DK. 6996 Managers Port belonging to Tokio.
NET 4538

Surveyed Afloat or in Dry Dock? Both Name of Dock Sakurajima Dry Dk. Destined Voyage

WB=CellDBorDBa feet; uE&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.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 5439 Port KOB

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	For Special Survey.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	5,26		*IMC 11,24
			*IMC(M) 3,25
			DBS 2,26
			TS(CL) 3,25

OIL ENGINE.

Society's Freeboard (if assigned) as painted on Ship and now verified Not assigned by L.R.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY NO. 3, ALTERATION & DAMAGE stated to have been caused by stranding December 7th 1926 on the East coast of TSUASHIMA for further particulars see copy of damage reports herewith.

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

Holds, tween deck, fore and after peaks, and chain locker, machinery spaces cleared for survey, ceiling lifted, all fore and aft, all oxidation removed, from all parts, and all steel

work throughout all parts of the vessel carefully examined and found or now placed in good condition. afterwards recoated.

Plating in way of sidelights examined and found or now placed in good condition.

Double bottom tanks, deep tanks, and fore and after peak tanks examined internally, P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	71	32&7Web.	5	97&3Part	--	--	--	5 bhd. plates, Rudder & 96 ft of Bilge keel & shell
Removed and Faired or Repaired	38	51	4	19	9	--	9	4 WS. Pillars in No. 1 hold.
Faired or Repaired in place	28	25	1	31	13	4	18	1 Bilge keel plate starboard.

PRESENT CONDITION OF THE

Decks Good	State if Tanks have been examined inside Yes	Dblg. Plates under Sounding Pipes Good	Copper, or Y.M. of Wood Vessels. --
Caulking of Decks "	State if Tanks now tested Yes	Engine Room Skylights "	(State if on Felt). -- Year --
Coamings "	Bulkheads Good	Coal Bunkers, Open'gs, Lids, &c. "	Boats Good
Beams & Fastenings "	Ceiling "	Scuppers "	Masts, Yards, &c. "
Outside Plating "	Cement or Asphalt (State which.) --	Cargo Hatchways "	Condition, how ascertained from aloft.
Breasthooks "	Rudder Good	Hatches "	(State if wedges removed) Dk Angles
Transoms "	Steering gear and its connections "	Planking of Wood Vessels --	Sails -- fitted.
Frames "	Windlass "	Caulking ditto --	Equipment letter b +
Reverse Frames "	Have Pumps now been examined and found efficient? Yes	Treerails ditto --	Anchors, No. of 3x. 18.
Longitudinals --	Have Sluice Valves now been examined and found efficient? --	Breasthooks & Stemson ditto --	Cables (State if now ranged) Yes
Transverses --	Have Watertight Doors now been examined and found efficient? Yes	Transoms, Pointers, & Crutches ditto --	" length 300 fms. size 2 1/2"
Floors Good	Have Ventilators and their Coamings been examined and found efficient? Yes	Timbers of Frame at openings ditto --	" Rule length 200 fms. size 2 1/2"
Keelsons --		Ditto ditto at other places ditto --	Hawser & Warps Good
Stringers Good		Stringers, Clamps & Shells ditto --	Standing and Running Rigging "
Inner Bottom Plating "		Salting ditto --	

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 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is in good condition and eligible in our opinion to be continued as classed with fresh record of survey 5-27 and the notation S.S.No.3-5-27, also to have notation of D.T.F. 45.3 feet 1325.6 ton in the register book.

Survey Fee (per Section 29)	yen 140:00	Fees applied for, 26/5/27
Deep Tank Alteration...yen	250:00	
Special Damage or Repair Fee (if any) (per Sec. 29)	yen 2000:00	
Travelling Expenses (if chargeable) (Including Machinery & Damage & Alteration)	yen 267:00	Received by me, June 13th 1927
Second Surveyor's Fee (if any)		(Partly)

Committee's Minute

WED. 3 AUG 1927

Character Assigned

100 A1. (without spl. condn)

ss No. 3-5-27

+ R.M.C. 5-27

Note to record

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

005840-005848-0019

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 and hand pumps, w.T.door, scuppers, skylights, boats, masts(with deck angles), rigging (from aloft) anchors, chain cable (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.No.3 have now been complied with.

REPAIRS DUE TO DAMAGE:
All damage repairs have been satisfactorily completed: for further particulars
see copies ^{of} damage reports forwarded herewith dated 2/2/27 and 6/6/27.

ALTERATION:-

New deep tanks A.B.C. & D with expansion tanks in tween decks have been constructed of tested materials in No.3 hold between frames Nos.87 & 104, in accordance with the approved plans except in way of bulkhead stiffeners and boundary angles ^{which modification has been approved} these tanks were tested with head of water to weather deck and found good and tight.

Copies of special deep tank certificates issued for the carriage of cargo oil
herewith. *two*

Capacities of expansion tanks 51.66 tons S.W.

ANCHORS.

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

[illegible]

stern frame. Cert.No.1134.