

DISCLOSED

Received at London Office

DISCLOSED

No.

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 31st May 1941 When handed in at Local Office 2/6/41 Port of Kobe

No. in Survey held at Tama  
Reg. Book.Date, First Survey 1/4/41  
(No. of Visits) 5

Last Survey 15/5/1941

19849 on the ~~Wakayama~~ Steel

M/V "AZUMASAN MARU"

TONNAGE

Built at

Tama

By whom Mitsui Bussan Kaisha Ltd.

When 1933

8

GROSS 7623

Owners

Mitsui Bussan Kaisha Ltd.

Owners' Address

UNDER DECK 6836

Managers

Port belonging to

Kobe

NET 4655

Surveyed Afloat or in Dry Dock? Both

Name of Dock Tama Dock.

Destined Voyage

VB=Cell DBorDBa

feet; uE&amp;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. 3035

Port

Man.

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

CHARACTER:  
\* for Special Survey  
Data of Last Survey and of  
Periodical Surveys.Machinery and Belts  
Surveyed  
(including date of N.B., in any).\*100A1 with free-  
board 2,40.\*LMC(CS) 3,38  
2,40Carrying cargo oil  
FP above 150°F.

DBS 2,40

TS(CL) 4,39

in deep tanks.

\*Lloyd's RMC  
7,40

S.S. Tama 401-37

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

9' 5 1/2"

in more  
continuous survey.

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.

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 SPECIAL SURVEY NO.2 & DAMAGE stated to have been caused by cargo falling. Date and place not stated. Damage report no required. No insurance claim.

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

Holds, tween decks, fore & 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.

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

(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 Fair'd or Repaired			1	2				
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

* Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	--
Planking of Decks	State if Tanks now tested	"	Dblng. Plates under Sounding Pipes	"	(State if on Roll.)	--
Stowings	Bulkheads	Good	Engine Room Skylights	"	When put on, Month	Yes
Stowings & Fastenings	Ceiling	Good	Coal Bunkers, Open'gs, Lids, &c.	--	Beats	Good
Side Plating	Cement or Asphalt (State which.)	"	Oil Bunkers	--	Masts, Yards, &c.	"
" in way of sidelights	Rudder	Good	Scuppers	Good	Condition, how ascertained	From aloft.
Stowhooks	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	--
Stowage	Windlass	"	Hatches	"	Sails	--
Stowage	Have pumps now been examined and found efficient?	Yes	Planking of Wood Vessels	--	Equipment, letter	of
Stowage	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S.
Stowage	Have Watertight Doors now been examined and found efficient?	Yes	Treenails	ditto	Chain Locker	Good.
Stowage	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	ditto	Cables (State if now ranged)	Yes.
Stowage			Transoms Pointers, & Crutches	ditto	" length 300 fms mean diam. 2 1/2"	
Stowage			Timbers of Frame at openings	ditto	" Rule length 300 fms size 2-7/16"	
Stowage			Ditto Ditto at other places	ditto	Hawser & Warps	Good
Stowage			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	"
Stowage			Salting	ditto		
Stowage			(State if examined.)			

## 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 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 5,41 and the Notation S.S. Kob. No.2-41.

Survey Fee (per Section 20) Yen 310.00

Fees applied for,  
22/5 1941

Special Damage or Repair Fee (if any) X

Received by me,

Travelling Expenses (if chargeable)

Yen 120.00

19

(Including Machinery)

Second Surveyor's Fee (if any) E

FRI. 29 AUG 1941

Committee's Minute

Character Assigned

100A1 With freeboard

Carry: Cargo oil &amp;c in D.T.

S.S. No. 2-41 + LMC C.S. 5-41

DBS 5-41

Surveyor to Lloyd's Register of Shipping.

TUE. 5 MAY 1942

OMIT CLASS  
ON RE-PRINTLloyd's Register  
Foundation

006666-006679-0210



the ink, or to cause it to show through to the other side.

good condition. Freeboard verified.  
The whole of the Rules requirements for S.S.No.2 have now been  
complied with.

Found and now repaired as recommended:-

Port No.3 Double Bottom Tank:-  
One inner bottom plate indented at two places - now removed, faired,  
and refitted.

Two bracket floors buckled - now faired in place.

started or broken off - now renewed.

Tank tested on completion and proved tight.

ANCHORS.

*If Stockholders state Mechanical Tests*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

[illegible]

REPAIRS DUE TO WEAR AND TEAR:-  
About 400 slack rivets of attachment on skeleton floor in all

double bottom tanks and deep tanks - renewed.