

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10/11/25 When handed in at Local Office 10/11/25 Port of KOBE.

No. in Reg. Book. Survey held at Tama, Uno. Date, First Survey 15/10/25 Last Survey 6/11/25 19

(No. of Visits Nine.)

71686 21712 on the ~~AKAGI MARU~~ Steel S/S "HARUNASAN MARU"

TONNAGE:—
GROSS 2982
UNDER DK. 2748
NET 1867

Built at Sunderland. By whom S.P. Austin & Son, Ltd., When 1901 10
Owners Ryoto Kisen Kabushiki Kai sha, Owners' Address
Managers Mitsui Bussan Kaisha, Ltd., Port belonging to Dairen.

Surveyed Afloat or in Dry Dock? both Name of Dock Mitsui Bussan Dock Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. 4587 Port Kob

(Periodical Surveys, when held, must be reported in detail and serially 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

Society's Freeboard (if assigned) as painted on Ship and now verified 3' 10 1/2" ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR PART SPECIAL SURVEY 2ND NO.3, & SRL.

NOW DONE:—

Vessel placed in dry dock. Hull, bottom, rudder, stern frame & stem, cleaned, examined and found in good, efficient condition, afterwards recoated.

Holds, tween decks, fore & after peaks & chain locker, spaces under bridge, engine & boiler space and coal bunkers, 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 in good, efficient condition, afterwards recoated.

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

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired ...								
Faired or Repaired in place ...								

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.)
Coamings "	Bulkheads Good	Coal Bunkers, Open'gs, Lids, &c. "	When put on, Month — Year —
Beams & Fastenings "	Ceiling "	Scuppers "	Boats Good
Outside Plating "	Cement or Asphalt Cement	Cargo Hatchways "	Masts, Yards, &c. "
Breasthooks "	Rudder Good	Hatches "	Condition, how ascertained from aloft.
Transoms "	Steering gear and its connections "	Planking of Wood Vessels "	(State if wedges removed) Yes.
Frames "	Windlass "	Caulking ditto	Sails —
Reverse Frames "	Have Pumps now been examined and found efficient? Yes	Treenails ditto	Equipment letter u
Longitudinals —	Have Sluice Valves now been examined and found efficient? —	Breasthooks & Stemson ditto	Anchors, No. of 3B. 1S. 1 k.
Transverses —	Have Watertight Doors now been examined and found efficient? Yes	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged) Yes.
Floors efficient	Have Ventilators and their Coamings been examined and found efficient? Yes	Timbers of Frame at openings ditto	" length 285 fms. 115/16-123/32
Keelsons —		Ditto ditto at other places ditto	" Rule length 270 fms. size 1.15/16
Stringers —		Stringers, Clamps & Shells ditto	Hawser & Warps Good
Inner Bottom Plating efficient		Salting ditto	Standing & 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 and ptND24, &c."

This vessel is in good condition and eligible in our opinion to be continued as classed without fresh record of survey and to have the notation SS Kob.2nd No.3 with date 11.25, when the Special Survey is completed, subject to the Rudder Main piece (E.W.repairs) being examined at next docking.

Survey Fee (per Section 20) £ 535.	Fees applied for, 7/11/1925
Special Damage or Repair Fee (if any) £ —	Received by me, 10
Travelling Expenses (if chargeable) £ 97.	
Second Surveyor's Fee (if any) £ —	

Surveyors to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

Write K&P
K&P

FRI. 18 DEC 1925

Deferred for Comp 2nd No. 3
+ Lmb 11.25

FRI. 21 MAY 1926

Deferred
Write K&P
K&P

9068 2/5

(6) In strake 3rd below - plates Nos2 & 3 from aft end on Port side to be doubled. Plate No.3 from aft end on Starb.side to be doubled.

NOTE. The numbers in circles, thus, (2), are referred to in the table of shell thicknesses.

(B) Bridge deck stringer plating:-

5 plates to be doubled, namely, Port side Nos.3 & 4 from forward, Starb. side, Nos.2,3 & 4 from forward.

(C) Poop deck: 5 deck plates to be renewed.

(D) Aft Peak, inside above tank top to be chipped, scaled and recoated.

(E) In No.2 tank under Donkey Boiler and in No.3 tank under Main Boilers:-

Centre girder to be permanently repaired at next Annual Survey and floors in way of same to be re-examined and dealt with as found necessary.

(F) Tank top under main boilers to be re-examined.

(G) In No.3 Hold, tie plates at P & S sides of 2nd deck hatchway to be re-examined.

(H) Wide stringer "stringer angles" in side bunkers to be re-examined.

(I) Indented bottom plating on Starb.side forward in "A", "B" and "C" strakes to be faired.

(J) Indented bow plating on starbd.side - plate No.2 in strake 2nd below sheer to be faired.

(K) Chain cables to be re-examined and placed in good condition. (NOTE. 5 lengths of the 285 fms on board are worn to rule minimum).

(L) Rudder Main piece Elec.Welding repair to be examined.

(M) In No.4 tank under Engines: Starb.side frwd.floor btwn Nos.1&2 girders to be repaired.

(N) In No.5 tank under Thrust block: Port side 2 intercostals at frwd end, 1 in S. R. L.:- No.1 girder & 1 in No.2 girder to be repaired.

The Indented bottom plating has not yet been dealt with.

A stem shoe has now been fitted. *Rudder Main Piece E.W.Repair examined & now placed in good condition.*

REPAIRS DUE TO WEAR & TEAR:-

Upper deck under Bridge:-

Port side

One deck stringer plate in way of coaling hatch doubled.
3 deck plates renewed.

Starb.side

3 deck stringer plates in way of coaling hatch doubled.
1 deck plate renewed.

In Holds:-

91 rust bound shell angles of side stringers renewed, viz:-

	P	S
In No.1 Hold	7	8
" " 2 "	4	3
" Side bunkers	-	-
" No.3 Hold	8	9
" " 4 "	23	29

38 rust bound upper deck beam knees re-riveted to frames, viz:-

	P	S
In No.1 Hold	8	3
" No.2 "	5	12
" No.3 "	3	7
" Side bunkers & No.4 Hold,	-	-

At No.1 Hatch of 2nd deck:-

Deck angle of hatch end beam at aft end renewed.

New Centre tie plates 4'0" long fitted at fore & aft end of hatch.
3 lower hold pillars taken off, faired & refitted.

At No.2 Hatch of 2nd deck:-

Deck angle of hatch end beam at forwd.end renewed.
New centre tie plates fitted at fore end 4'0" long, at aft end 8'0" long.

At No.3 Hatch of 2nd deck:-

Deck angle of hatch end beam at aft end renewed.
P & S hatch side tie plates 9 beam spaces in length, renewed.
New centre tie plates 4'0" long fitted at fore & aft ends of hatch.

At No.4 Hatch of 2nd deck:-

4 butt angles fitted at corners of hatch end beams.
New centre tie plates 4'0" long fitted at fore & aft ends of hatch.

W.T.Bulkhead between Nos.1 & 2 Holds:-

fitted with 2 small doubling plates on starbd.side.

W.T.Bulkhead between Engine Room & No.3 Hold:-

Wide stiffener plate in No.3 hold renewed.

In side bunkers:-

2nd deck beams - 1 Port and 3 Starb. - fitted with face plates.
2nd deck strong beam in Port bunker fitted with face plate over top angles
and double bottom angles renewed. In Starb.bunker - top and bottom
double angles renewed.
Side bunker casing stiffeners - 4 P & 4 S - renewed.
2 casing plates (1P & 1S) renewed.

Forecastle Side plating under side lights - 5 port & 5 starb.

fitted with inside doublings.

One Forward end shell plate - No.1 in Strake 7th below on starb.side fitted with an
inside doubling plate in one frame space where locally wasted. (NOTE. This
plate will be fitted next year with an outside doubling plate).

A stem shoe about 18 ft long extending from the Keel to the 12 ft W.L.has now been
fitted.

Double bottom tank repairs:-

No.6 tank (aftermost tank)

Aft W.T.floor fitted with doubling 1'2" deep by 3'0" wide on Starbd.side.

2 aft bottom frames P & S fitted with $3\frac{1}{2}$ " x $3\frac{1}{2}$ " reversed angles.

6 brackets (3 port & 3 Starbd.) at centre girder on above frames stiffened with
face angles.

2 brackets to cr.girder (1P & 1S) cropped and upper part renewed.

Forwd.W.T.floor on Starb. side fitted with doubling 1'6" x 3'6" between Nos.1 & 2
side girders.

No.5 tank (under thrust block)

Forwd. W.T.floor on Starbd.side cropped and lower part renewed 1'7" deep from Cr.
girder to margin.

Forward floor cropped and upper half renewed in 1 space port side and 3 spaces
Starbd.side.

One space on port side doubled.

2 spaces on port side stiffened with horizontal angle.

No.2 floor from forwd. upper half renewed in inboard space port side and upper
half stiffened with horizontal angle on Starbd.side. Bottom frame P & S
in three outboard spaces fitted with reversed angle.

No.3 floor from forward. on starbd side fitted with horizontal angle in inboard
space.

Continued:-

In No.4 tank (under Engines)

F L O O R S

8 floors (including one W.T.floor) dealt with as follows:-

Floors cropped and upper part renewed,
" top half doubled,
" fitted with horizontal angle above manhole,
Aft W.T.floor - lower part doubled 1'0" by 4'0" wide,

Between Centre & No.1 Grdr		Between Nos.1&2 Girders		Between Nos.2&3 Girders	
P	S	P	S	P	S
6	4	-	-	2	-
-	3	-	6	-	-
-	-	2	-	2	-
-	-	-	-	-	1

INTERCOSTALS
in

12 Intercostals of side girders repaired:-

Bottom half renewed,
Top half doubled,

No.1 Girder.		No.2 Girder.		No.3 Girder.	
P	S	P	S	P	S
1	-	-	-	1	1
4	-	3	-	1	1

In No.3 tank (under Main Boilers)

F L O O R S

7 Floors repaired:-

(1) Whole depth renewed,
(4) Top half doubled,
(5) Bottom half renewed,
(6) Small doublings at manholes,
(21) Bottom frames fitted with reversed angles,

Between Cr. & No.1 Grdr		Between Nos.1&2 Girders		Between Nos.2&3 Girders		Between No.3 Grdr & Margin	
P	S	P	S	P	S	P	S
-	3	-	1	-	-	-	1
1	-	2	-	-	-	1	-
1	1	1	4	1	2	-	-
-	1	1	4	1	2	-	-
2 port and 2 starbd. for whole width.							

Brackets to centre girder on one of above frame P & S renewed.

Centre girder upper half doubled in 3 floor spaces.

16 Intercostals (6 port & 10 starbd.) repaired:-

top half renewed,	3 Port	2 Starbd.
bottom half "	2 "	4 "
whole renewed,	1 "	4 "

In No.2 tank (under Donkey Boiler)

8 bottom frames at aft end of tank (4 port & 4 strbd.) fitted with reversed angle for whole width.

2 floors on P side cropped at centre girder and part renewed about 2'0" wide x whole depth.

1 floor on S side - top half renewed between Centre girder and No.1 girder.

3 floors - top half doubled:

Between Cr.girder and No.1 girder	1 on P side.
" Nos.2 & 3 girders,	1 " S "
" No.3 girder & margin,	1 " S "

Centre girder top half doubled in 3 floor spaces.

In Aft Peak Tank

Two forward floors re-riveted to frames.

Rudder Main Piece at upper Starbd.side of No.2 arm from bottom found grooved at the old E.Waldded fillet - defective parts cut out and rebuilt up by Quasi-Arc welding as shewn on sketch herewith.