

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

Date of writing Report 30th Dec., 1955. When handed in at Local Office JAN - 5 1955. Port of KOBE 12 JAN 1956  
Survey held at Tamano Date, First Survey 4th November Last Survey 16th Nov., 1955.  
No. in Reg. Book 02159 on the Wood, Iron or Steel S.S. "ASAKAZE MARU" (No of Visits 10)  
Built at Sld. By whom W. Gray & Co., Ltd. When 1929 MONTH 7  
Owners Nakamura Kisen K.K., Owners' Address (if not already recorded in Appendix to Register Book)  
Managers Port belonging to Kobe  
Destined Voyage

TONNAGE :-  
GROSS 4996  
UNDER DK 3484  
NET

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsui, Tamano

Cell DBor DBa feet: uE&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. 2601. Port Kob.

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 Docking, Completion of Special Survey (D) due 12,56. Ship 25 year old, and damages stated to have been sustained through (1) grounding at Mutsure on the 5th February, 1955, (2) contact with Quay wall at Takoo on the 9th September, 1955 and (3) grounding at Takoo on the 14th September, 1955.  
NOW DONE:—Ship placed in drydock. Shell plating, sternframe and rudder cleaned, examined and recoated. Ship undocked 11-11-55.

EXAMINED:—All holds, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of sidelights, overboard scuppers and discharge pipes, decks with machinery and other casings, superstructures, skylights and companionways, hatchways, covers, supports, tarpaulins, cleats, and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, aux. steering gear, windlass, general equipment, pumps, W.T. door, ventilator coamings and covers, air and sounding pipes (striking plate fitted) and cargo battens.  
Freeboard verified.

(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	4						1	
Cropped part renewed.	1	49					11	
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	4	11						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good	(State if on Felt)	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Good		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	Good	Windlass	"	Hatches	"	Condition, how ascertained	See Rpt.
Frames	"	Have pumps been examined and found		Planking		(State if wedges removed)	
Reverse Frames	"	efficient?	Good	Caulking		Equipment letter	C26
Longitudinals	-	Have Sluice Valves been examined and found		Treenails		Anchors, No. of	3B, 1S
Transverses	-	efficient?	Good	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Floors	Good	Have Watertight Doors been examined and		Transoms, Pointers & Crutches		" length 550M mean diamr 54.5mm	
Keelsons	"	found efficient?	Good	Timbers of Frame at openings		" Rule length 270fms size 2 1/2 x 16	
Stringers	"	Have Ventilators and their Coamings been		" " at other places		Chain Locker	Good
Inner Bottom Plating	"	examined and found efficient?	Good	Stringers, Clamps & Shelves		Hawser & Warpe	Sufficient
Have the Tanks been examined internally?	See Report	Air and Sounding Pipes	"	Salting	State if examined	Standing and Running Rigging	Efficient
Have the Tanks been tested?		Doubling Plates under Sounding Pipes	"			Sails	-

## 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."

It is submitted this ship, is eligible to remain as classed, with record of Docking 11,55 and to have the Notation of "s.s. Tamano - 11,55."

Survey Fee (per Section 23) Comp of S.S. 2/15/56 000  
Special Damage or Repair Fee (if any) 2 10.00.0  
Travelling Expenses (if chargeable) 2 2.26.0  
Second Surveyor's Fee (if any) 2

Fees applied for, JAN - 5 1955

Received by me, 19

Committee's Minute

Character Assigned

Nore Kob

TUESDAY 20 MAR 1956

11.55 Tmn

MBSK 11.55

Sps 11.55

Blr. S. 11.55

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



EXAMINED INTERNALLY AND TESTED: (See Kobe Rpt. 8 No.2601)

Fore and after peak tanks, Nos.1,3 & 4 D.B. tanks (P & S), O.F. Settling tanks (P & S) and F.W. tank in tween Deck.

All spaces previously cleared, ceiling, lining, cement and rust removed and spaces cleaned as required. Steel work afterwards coated as necessary and ceiling, lining and cement replace.

DAMAGE (1):- Keel plating: All plates numbered from aft.  
Nos.16 & 17 renewed.  
Centre girder bottom angle Frames 150-158 faired in place.  
Shell plating - port  
A No.15 cropped and part renewed.  
A No.16 renewed.  
B Nos.15 & 16 faired in place.  
Floor Frames Nos.151 to 155 and 158 faired in place.  
Nos.156,157 & 159 cropped & part renewed.  
Side girder (full depth) bottom angle Frames Nos.146-158 faired in place.  
Side girder (half depth) bottom angle Frames No.145-155 faired in place.  
Shell plating - starb'd  
A No.15 faired in place.  
A No.16 renewed.  
Floor Frames Nos.152 to 155 & 158 faired in place.  
Nos.156,157 & 159 cropped and part renewed.  
Side girder (full depth) bottom angle Frames Nos.152 to 158 faired in place.  
Side girder (half depth) bottom angle Frames No.152 to 155 faired in place.

On completion of repairs F.P. tank and No.1 D.B. tank tested & found satisfactory.

DAMAGE (2):- Starb'd Shell plating: G No.8 faired in place.  
Frame No.47 faired in place.

On completion of repairs hose test carried out and found satisfactory.

DAMAGE (3):- Starb'd bilge Keel buckled at three places.  
Frames No.58 to 68 cropped and part renewed.  
Frames No.79 to 84 and 88 to 93 faired in place.

#### WEAR AND TEAR REPAIRS:-

Chain Cable Captain stated that One (1) link of port chain cable broken by bending at the stem at the time of anchorage.

One link renewed and tested in accordance with the Rules and found satisfactory.

Shell plating Approx. 100 bottom shell rivets renewed.

On completion of repairs D.B. tank in way tested and found satisfactory.

Forecastle One small hatch removed and plated overed.

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.	lbs.			
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Stam-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					
CC-26579	15.4	2 1/4"	9115	127.5	35-3-0						Fire welded Stud link LLOYD'S KOB 10-11-55 No.616	Koyo Chain Mfg. Co Osaka	H. IKEDA
Iron Stream Chain or Steel Wire											PL 9.115 T		
											BL 127.5 T		
											HI 10-11-55 LR		

Shelter deck One deck plate between No.1 hatch and forecastle bulkhead renewed.

Main-deck Port - stringer plate Frames No.50 to 67 cropped & part renewed.

Frames No.46 to 70 cropped and part renewed.

Frames No.71 to 83 fitted with brackets to deck.

Starb'd. - Stringer plate Frames No.61 to 65 cropped and part renewed.

Frames No.46 to 63 cropped and part renewed.

Frames Nos.64 to 82 fitted with brackets to deck.

A.P. tank top plating (8 plates) renewed.

F.P. Tank Approx. 30 stringer shell rivets renewed.

Wash plate cropped and part renewed.

Starb'd Settling tank A number of boundary angle rivets renewed.

No.4 D.B. Tank Approx. 50 tank top rivets renewed.

Equipment One length of chain cable worn to renewal size. This has been renewed at this time. See Certificate details.

ALTERATION:- At the request of Japanese Government Four (4) scupper pipes fitted at port & starb'd side in way of Nos.2 & 4 hatches in main deck in accordance with the Rules.

A few minor repairs effected.

Interim Certificate No.B-26798 issued - copy attached.  
Rpt.12 & 14 attached.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

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