

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Jan., 1955 When handed in at Local Office JAN 31 1955 Port of KOBE
No. in Survey held at Tamano Date, First Survey 31st Dec. 1954 Last Survey 12th Jan., 1955
Reg. Book 62159 on the ~~Wooden~~ ~~Steel~~ S.S. "ASAKAZE MARU" (No. of Visits 8)
TONNAGE — Built at Sunderland By whom W. Gray & Co., Ltd. When YEAR 1929 MONTH 7
GROSS 4995 Owners Nakamura Kisen K.K. Owners' Address —
UNDER DK. 3484 Managers — Port belonging to Kobe
NET 3484

Surveyed Afloat or in Dry Dock? Both Name of Dock Mitsui S.B. & Eng., Co., Ltd., Tamano
Cell DB or DBa feet: u & 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. 2342. 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.

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).
BS* 8.54	MBS* 12.52
	BlrS 1.54
	SpS 12.52
	CL 7.53
ss Tri - 11.48	
ss Hiroshima - 12.52	
Fitted for oil fuel.	
Society's Freeboard (if assigned) as painted on Ship and now verified	
fl. ins.	

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, DAMAGE, ADVANCEMENT OF S.S. & SRL.

Damage stated due to grounding at Cairns on the 3rd December, 1954. ~~Communication~~

NOW DONE:- Vessel placed in drydock, bottom side shell plating, stern frame and rudder examined and found or now placed in good condition.

The decks, casings, vents., hatchways, coamings, equipment, windlass, main and aux. steering gear generally examined and found or now placed in good condition.

Advancement of Special Survey due 12.56:

The Owners requested to take this survey as part S.S., one year earlier than actual due 12.56 to couple with the Japanese Government Special Survey.

Examined internally and tested.

Nos. 1, 2, 5 & 6 Double Bottom Tanks Port & Starboard.

It is submitted the above items could be credited towards the Special Survey.

DAMAGE:

Permanent Repairs: (Numbered from aft)

Keel plate 16 & 17 renewed.

Starboard Bl3 & Cl2 faired in place.

(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	24	13						
(Cropped)	3	24		14	5	4		
Removed and Faired or Repaired								
Faired or Repaired in place	13	35		35	1			

PRESENT CONDITION OF THE

Decks Good	Bulkheads Not exd.	Engine Room Skylights Good	Copper, or Y.M. (State if on Fair)
Caulking of Decks Good	Ceiling Not exd.	Coal Bunkers, Openings, Covers, &c. Not exd.	When fitted, Month Year
Coamings Good	Cement or Asphalt Not exd.	Oil Bunkers Not exd.	Boats Good
Beams & Fastenings Not Exd.	Rudder Good	Scuppers Not exd.	Masts, Yards, &c. Good
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights Not Exd.	Windlass Good	Hatches	Equipment letter 236
Frames Not Exd.	Have pumps been examined and found efficient? Not exd.	Planking	Anchors, No. of 3B ls range
Reverse Frames Not Exd.	Have Sluice Valves been examined and found efficient? Not exd.	Caulking	Cables (State if now ranged) range
Longitudinals	Have Watertight Doors been examined and found efficient? Yes	Treenails	" length 500 m mean diamr. 54 mm (on board.)
Transverses Good part exd.	Have Ventilators and their Coamings been examined and found efficient? Not exd.	Breasthooks & Stemson	" Rule length 500 m size 58 mm
Floors Good part exd.	Air and Sounding Pipes Good part exd.	Transoms, Pointers & Crutches	Chain Locker No
Keelsons Not Exd.	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps Sufficient
Stringers Good part exd.		" " at other places	Standing and Running Rigging Efficient
Inner Bottom Plating See Rpt.		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? See Rpt.		Sanding	
Have the Tanks been tested?		State if examined	

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 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."

This vessel, so far as now seen is in good and efficient condition and eligible in our opinion to be continued as classed in the Register Book with fresh record of docking 1.55 and to have the notation S.S. (with place and date) when the Special Survey is completed.

Survey Fee (per Section 23) Part 5.5	10.000	Fees applied for, JAN 31 1955
Special Damage or Repair Fee (if any) (per Section 23)	20.000	Received by me, 19
Travelling Expenses (if chargeable) Special Attend. Fees	12.000	
Second Surveyor's Fee (if any)	8.000	

Committee's Minute THURSDAY 10 MAR 1955

Character Assigned 1.55 Tm, without spl. condition. Blr. S. 1.55.

J. Nakamura for T.F. Naisby & self
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

A number of bottom leaky shell rivets renewed.
On completion of repairs No.1 D.B. Tank tested and found tight.

S.R.L.:- Indented bottom shell plating in way of No.5 & No.6 D.B.Tanks and side shell plating in way of Nos.1 & 2 hold (p.s.).

Complete Permanent Repairs Now Effectuated.

Port Shell Plating (Numbered from aft)

F-12,13, G-14,15,16, H-14,15, J-14,15 renewed.
E-12,13, F-11,14A, G-13, H-16 faired in place.
Frame Nos.111-121, 123-128 removed, faired and refitted.
Frame Nos.104 - 110; 122, 129 - 135 faired in place.
Margin bracket Fr.Nos.112 - 120 & 125 faired in place.
Main deck stringer angle from Fr. Nos.115 to 130 slightly buckled, faired in place.
A number of beam bracket rivets renewed.

On completion of repairs shell hose tested and found tight.

Bottom Plating (Numbered from aft)

Keel plate Nos.2 & 3 renewed.
Centre girders between Fr. Nos.16 to 26 faired in place.

Port Shell

A-2,3, B-4,7, C-2,4,5 & D-7 renewed.
B-3B,5 cropped and part renewed.
A-1,3,5 & C-3 faired in place.

Floor frames No.18 - 30 renewed.
Floor frames No.35,36,61 & 62 cropped and part renewed.
Floor frames No.14 - 17, 31 - 34, 37 - 60, 63 & 64 faired in place.
Solid floors No.18 - 21, 23 - 25, 28 & 62 cropped and part renewed.
Solid floors No.16,17,31,34,37 - 56 faired in place.
Five (5) bracket floor struts (Fr.Nos.26,27,29,30 & 36) renewed.
One (1) bracket floor strut (Fr.No.32) faired in place.
Four (4) bracket floor brackets (Fr.Nos.26,27,29 & 61) renewed.

Starb'd. Shell

A-2,3 & 4 renewed.
B-4B cropped and part renewed.
B-5 faired in place.
Floor frames Nos.14 - 19, 23 - 34, 36 & 37 faired in place.
Floor frames Nos.20 - 22, cropped and part renewed.
Floor plates Nos.14 - 18, 24,25,28,30,34 & 35 faired in place.
Floor plates Nos.19 - 23 cropped and part renewed.
A few wasted bottom shell rivets renewed.
On completion of repairs Nos.4,5 & 6 D.B. Tanks in way tested and found tight.

Wear & Tear Repairs:-

Piping:- No.1 D.B. Tank air pipes (P & S) cropped and part renewed.
No.2 F.O. tank sounding pipes (P & S) & air pipes (P & S) cropped and part renewed.
Wing tank sounding pipes (P & S) cropped and part renewed.
Steering room bilge suction pipe cropped and part renewed.
No.3 hold scupper pipe (S.S.) cropped and part renewed.

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.

[illegible]

No.3 F.O. tank (P & S) heating coil cropped and part renewed and tested.
 F.P. tank suction pipe cropped and part renewed.
 No.5 D.B.Tank air pipe (P & S) cropped and part renewed and starb'd renewed.
 No.4 hold bilge (P & S) sounding pipes and suction pipes cropped and part renewed.
 Cofferdam sounding pipes (P & S) cropped and part renewed.
 No.1 D.B. tank sounding pipe cropped and part renewed.
 No.5 Hold bilge suction pipe (P & S) cropped and part renewed.
 Forecastle wood deck cropped and part renewed.

Other minor repairs effected.

Interim Certificate No.B-21623 issued - copy attached.

© 2021

Lloyd's Register
Foundation