

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th Sept., 1954. When handed in at Local Office SEP. 24 1954

Port of KOBE
Date, First Survey 10th Aug., Last Survey 11th August, 1954

No. in Reg. Book 52137
Survey held at Tamano on the ~~Wood~~ Steel S.S. "ASAKAZE MARU"

TONNAGE: GROSS 4995, UNDER DECK 3507, NET 3484
Built at Sunderland 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: Managers: Port belonging to Kobe

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

Cell DB or DBa feet: uE&B feet: f feet }
total capacity tons: FPT tons: APT tons: MT feet tons }

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
BS (E1) 1.54 10.51	MBS x 11.48 12.52 BlrS 11.51 1.54
SS Tri-11.48	WSPS 11.48 12.52
Koshihima -12.52	TCL 9.50 7.53

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. 1954. Port Kob.

Periodical Surveys, when held, must be reported in detail and periodically in the terms of the Rules and items remaining to complete the Survey 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 (intermediate) and Damage.

NOW DONE:- Vessel placed in drydock, side shell, bottom, stern frame and rudder cleaned, examined and recoated.

DAMAGE(1):- Stated to have been sustained through contact with Quay Wall at Goa on the 22nd May '54.

FOUND Shell plating (all numbered from aft).
Port E-12, & 13, F-11, 12, 13 & 14A, G-14, 15, 16, H-14, 15 & 16, J-14 & 15 buckled.

DAMAGE(2):- Stated to have been sustained through grounding at Goa on the 29th May, 1954.

The bottom shell plating aft in way of No. 5 & 6 D.B. tank buckled and damaged.

FOUND Shell plating (all plates numbered from aft)
Keel plate KL-2 & 3 buckled.
Port A-2, 3 & 5, B-3, 4 & 5, C-2, 3, 4 & 5 buckled.
Starb'd A-2, 3 & 4, B-4 & 5 buckled.

These damage specially examined internally and temporary repairs effected by fitting 18 additional struts to buckled floors in No. 6 D.B. tank. These damages remains efficient mean time. It is recommended that due to the vessels commitments permanent repairs could be deferred until the next drydocking, before the end of December, 1954.
(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, ...								
Removed and Fairred or Repaired,								
Fairred or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks Good	Not exd.			Good		(State if on Felt.)	
Caulking of Decks "	"			Coal Bunkers, Openings, Covers, &c. -		When fitted, Month	Year
Coamings " Not exd.	"			Oil Bunkers Not exd.			
Beams & Fastenings " Good	Good			Scuppers "		Boats Good	"
Outside Plating " in way of sidelights Not exd.	"			Cargo Hatchways Good		Masts, Yards, &c. "	"
Frames " "	"			Hatches "		Condition, how ascertained from deck	(State if wedges removed.)
Reverse Frames " "	"			Planking " "		Equipment letter	
Longitudinals " "	"			Caulking " "		Anchors, No. of 3B 1S	
Transverses " Not exd.	"			Treenails " "		Cables (State if now ranged) stated	
Floors " "	"			Breasthooks & Stemson " "		" length (on board) mean diamr	complete size
Keelsons " "	"			Transoms, Pointers & Crutches " "		" Rule length size	
Stringers " "	"			Timbers of Frame at openings " "		Chain Locker Not exd.	
Inner Bottom Plating " "	"			Stringers, Clamps & Shelves " "		Hawsers & Warps Sufficient	
Have the Tanks been examined internally? NO	NO			Sanding " "		Standing and Running Rigging Efficient	
Have the Tanks been tested? NO	NO			Salting " "		Sails	

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."

The vessel so far as now seen, is in good and efficient condition to remain as now classed with fresh record of drydocking survey 8,54, subject to indented bottom shell plating and internals in way of No. 5 & 6 D.B. tanks and shell plating and internals in way of No. 1 & 2 hold (port side) being dealt with before the end of December, 1954, also as previously recommended.

Survey Fee (per Section 23)	£ 10,000	Fees applied for, SEP. 24 1954
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 10,000	Received by me, 19
Travelling Expenses (if chargeable)	£ 2.00	
Second Surveyor's Fee (if any)	£ :	

J. Konohara
Surveyor to Lloyd's Register of Shipping.

THURSDAY 21 OCT 1954

Committee's Minute
Character Assigned 8,54 Kob, Subject



