

29 MAR 1954

No. 1954

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1st March, 1954. When handed in at Local Office MAR - 9. 1954 Port of KOBE

No. in Survey held at Tamano, Japan Date, First Survey 16th Jan., Last Survey 28th January, 1954.

Reg. Book 02076 on the ~~KZXX 12,52~~ Steel S.S. "ASAKAZE MARU"

TONNAGE: — Built at Sunderland By whom W. Gray & Co., Ltd. When 1929 MONTH 7

GROSS 4995 Owners Nakamura Steam Ship Co., Ltd., Owners' Address

UNDER DK. — Managers 3502 3484 Managers Port belonging to Kobe

NET 3502 3484 Managers

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

ellDBorDBa feet; uEsB feet; f feet

tal 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. 1466 Port Koh

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.

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 Damage & condition; S.R.L.; Completion of Special Survey

Damages (A) Stated to have been caused through striking quay during heavy weather on the 16th Dec., 1953 whilst vessel was loading cargo at Port Thio, New Caledonia, (B) stated to have been caused through touching unknown object on the 28th August, 1953 at Nawa, Okinawa Island, (C) Stated to have been caused through striking quay during heavy weather on the 21st September, 1953 whilst vessel was loading cargo at General MacArthur.

Now Done:— Vessel placed in drydock, bottom and rudder (lifted) cleaned, examined and recoated (Vessel undocked 28th January, 1954).

The decks, casings, hatchways, vents, closing appliances, equipment, windlass and steering gear, anchors and chain cables generally examined and found good and efficient 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 ...	27	3						
Removed and Faired or Repaired	5	3						
Faired or Repaired in place ...	18	64						

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Good	Not examined	Good	When fitted, Month Year
King of Decks	Part " "	Coal Bunkers, Openings, Covers, &c. —	Boats Good
" "	" "	Oil Bunkers. Good	Masts, Yards, &c. —
ings	" "	Scuppers. Not examined	Condition, how ascertained from deck (State if wedges removed.)
as & Fastenings Not examined	Rudder. Good	Cargo Hatchways Good	Equipment letter C 36 29.5m 54m
ide Plating. Good	Steering gear and its connections. Good	Hatches " "	Anchors, No. of 3B & 1S
" in way of sidelights Not exd	Windlass " "	Planking	Cables (State if now ranged) Yes
es Part examined	Have pumps been examined and found efficient? Not examined	Caulking	" length 500M mean diamr. 54mm
rse Frames Not examined	Have Sluice Valves been examined and found efficient? Not examined	Treenails	" (on board) 500M size 58mm
itudinals " "	Have Watertight Doors been examined and found efficient? Not examined	Breasthooks & Stemson	" Rule length Not examined
verses " "	Have Ventilators and their Coamings been examined and found efficient? Yes	Transoms, Pointers & Crutches	Chain Locker Sufficient
s Part examined	Air and Sounding Pipes. Part exd.	Timbers of Frame at openings	Hawsers & Warps Efficient
ons Good	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	Standing and Running Rigging
ers Part examined		Salting State if examined	Sails
Bottom Plating Part examined			
the Tanks been examined internally? See Report			
the Tanks been tested? Report			

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 my opinion to remain as now classed with fresh record of drydocking 1,54 and to have the notation of S.S. Hiroshima 12,52 (Dr.) as previously recommended.

Survey Fee (per Section 23)	£ 10,000	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 40,000	Received by me,
Travelling Expenses (if chargeable)	£ 3,000	19.
Sunday attendance	£ 2,000	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

Ack. Koh.

1,54 Koh, without spl. cdn
S.S. Hiroshima 12,52 3/15 1,54

Surveyor to Lloyd's Register of Shipping

TUESDAY 31 AUG 1954

Amend class from
BS x (E1)
to BS x
Foundation

Is Certificate required? If so, to be sent to

012 003-012010-0073

No.3 D.B.T. & Deep Tanks (P. & S.) examined internally & found in good condition.

Starb'd Shell plates

1. H7,H8,H14,E15,F5,J16 slightly indented, now faired in place.
2. G6,G7,G8,G16,G17,H5,H6,H17,F13,F14,F15,J5,J15 baddly indented, now renewed.
3. G9 indented, partly renewed.
4. G15,H15,H16,J6,J14 indented, removed faired and refitted.

Starb'd frames

1. Fr.Nos.26 to 28 & 52, 57 to 61, 118 to 145 blightly indented, now faired in place
2. Fr.Nos.49 to 51 indented, removed, faired and refitted.

1. Keel plates KL1, KL2, KL3 set in, now renewed.
2. Port & Starb'd shell plates A2, A3 indented, now faired in place.
3. Lower half nose plate of rudder found missing, now fitted.

Port Shell plates

1. E4,E5,E15,G16,H5,H6,J16,J17 slightly indented, now faired in place.
2. F4,F5,G6,G7,G17,H7,H16,H17 badly indented, now renewed.
3. F14,F15 indented, now partly renewed.

Port frames

1. Fr. Nos. 29 to 47, 135 to 137, 141 to 145 slightly indented, now faired in place.
2. Fr. 138, 139 & 140 badly indented, now renewed.

All shell damages hose tested and APT tested by a head of water to 8 feet above the tank top and found good.

S.R.I.:- F'cle shell plates (P. & S.) specially examined and found efficient meantime. Indented forward shell plates renewed this time (See above damage repairs) With reference to the Certificates for Anchors and cables, please see our letter dated 7th December, 1953. A copy of Answer from the Previous Owners attached hereto.

Interim Certificate No.C-18205 issued, copy attached hereto.

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														If Patent, state name of Patentee.			
	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]

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