

ACTION has been DEFERRED pending receipt of Smk.Rpt.which is
now found to be the present Kobe Report.

3m.6.52

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME "ASAKAZE MARU"

REPORT Kob.

No. 1210

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This ship is classed BS*

The class is subject to a bower anchor and 60 fathoms of chain cable on board being verified with certificates at the earliest opportunity, also to indented forecastle and side shell plating, etc. (p.s.f.) being dealt with by the next Special Survey, with Endorsement (B).

The KOBE Surveyors report (12,52), this ship examined in dry dock, bottom coated and the requirements of a SPECIAL SURVEY TYPE 4 due 11,52 largely complied with.

TO COMPLETE THE S.S.:- See this Report.

Due to wear and tear repairs effected to several minor items.

On account of **damage**, cause not stated, repairs effected to indented side shell plating, etc. (p.s.f.), as above.

30 fathoms of chain cable renewed and particulars verified with test certificates.

The Surveyors also report particulars of the bower anchors on board and the weights given are considered satisfactory.

IT IS SUBMITTED the ship is eligible to remain as classed, with record of docking 12,52, subject to a bower anchor and 60 fathoms of chain cable on board being verified with certificates at the earliest opportunity, the Notation of 'ss.Hiroshima 12,52' being WITHHELD pending completion of the Special Survey.

12,52 Hiroshima. Subject
Without.

S.S.Part Held.



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"ASAKAZE MARU"

IT IS FURTHER SUBMITTED before this case receives consideration the Surveyors be requested to confirm that -

- (1) the bower anchor and 60 fathoms of chain cable on board remain to be verified (test particulars of 3rd bower anchor not stated on report),
- (2) thicknesses reported for shelter deck plate in 2nd strake from centre (s.s.) and tank top plate at centre frame 151½ are only local and not generally indicative of the condition of the plate in question,
- (3) the S.R.L. item "repairs to indented forecastle and side shell plating, etc. (p.s.f.)" may be deleted,
- (4) as it is observed from the report the mean diameter of chain cable is 2" - 2¼" they should advise how much is worn to 2", as this is the Rule renewal diameter for 2¼" diameter chain cable, and state what arrangements have been made with Owners for this chain cable to be renewed.

They should also be advised that in future similar cases the shell drilling particulars should be furnished in the same unit of measurement i.e. all in English units or metric units, and not a combination of both as in the present case.

*See letter
dated 7-7-53.*

*SPK
23-4-53.*



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