

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th Feb. 1953. When handed in at Local Office _____ 19____ Port of KOBE
No. in Reg. Book 52035 Survey held at Hiroshima Date, First Survey 6th Dec., '52 Last Survey 25th December, 1952.
on the ~~WOODZLEWOOD~~ Steel S.S. "ASAKAZE MARU" (No. of Visits _____)

TONNAGE: Built at Sunderland By whom W. Gray & Co., Ltd., When 1929 MONTH 7
GROSS 4996 Owners Nakamura Kisen K.K. Owners' Address _____
UNDER DK _____ Managers _____ (If not already recorded in Appendix to Register Book.)
NET 3502 Port belonging to Kobe

Surveyed Afloat or in Dry Dock? Both Name of Dock Hiroshima Destined Voyage _____
Cell D B or D Ba _____ feet; uE & B _____ feet; f _____ fe } Particulars of Classification (which must be inserted
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. } Precisely as in Register Book & Supplements)

N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 6510 Port Kob

CHARACTER. + for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
BS x	MBS x 11,48
10,51	BlrS. 11,51
ss Tri.-11,48	msp 11,48
AS 4-52	TSCL 9-50
Filed prof.	

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 Not required Society's Freeboard (if assigned) as _____ ft. ins. painted on Ship and now verified _____

Was a damage report made by anyone else? if so, by whom? Japanese underwriters Association Surveyor.

REPAIRS, OR, EXAMINATION AS PER RULE, FOR S.S, S.R.L. & Damage stated to have been caused by (1) vessel striking the quay at Madras India, through strong swell during discharging cargo on the 27th January, 1952 and (2) touching with some underwater obstacle on the 1st February, 1952 whilst on a voyage from Madras to Calcutta.

Now Done:- Ship placed in drydock, shell and bottom plating, stern frame and rudder (lifted) cleaned examined and recoated.

Examined:- All holds, tween decks, fore & aft peak spaces, engine & boiler spaces, under engine & boilers, plating in way of side lights, decks, hatchways, with covers, supports tarpaulins, cleats & battening arrangements, Anchors, chain cables, chain locker, Mastsm spar, rigging steering gear, auxiliary steering gear, windlass, general equipments, pumps, W.T, doors, ventilators & boats, all spaces previously cleaned Steel Work afterward recoated as necessary and ceiling, lining & cement repaired.

Shell plating drilled, at the request of the Government surveyors and gauged, see list of thickness mentioned below.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	DK. Plates.	Other Items :
Renewed ...	3	-						
Removed and Faired or Repaired	-	-						
Faired or Repaired in place	1	1						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>Good</u>		<u>Good</u>		<u>Good</u>		(State if on Felt.)	
Caulking of Decks <u>"</u>		<u>"</u>		<u>"</u>		When fitted, Month _____ Year _____	
Coamings <u>"</u>		<u>None</u>		<u>"</u>		Boats <u>Good</u>	
Beams & Fastenings <u>"</u>		<u>Good</u>		<u>"</u>		Masts, Yards, &c. <u>"</u>	
Outside Plating <u>"</u>		<u>"</u>		<u>"</u>		Condition, how ascertained <u>See Rpt.</u>	
" " in way of sidelights <u>"</u>		<u>"</u>		<u>"</u>		(State if wedges removed.)	
Frames <u>"</u>		<u>"</u>		<u>"</u>		Equipment letter <u>C36</u>	
Reverse Frames <u>"</u>		<u>Have pumps been examined and found efficient? Yes</u>		<u>"</u>		Anchors. No. of <u>3B 1S</u>	
Longitudinals <u>"</u>		<u>Have Sluice Valves been examined and found efficient? -</u>		<u>"</u>		Cables (State if now ranged) <u>Ranged</u>	
Transverses <u>"</u>		<u>Have Watertight Doors been examined and found efficient? Yes</u>		<u>"</u>		" length <u>270 f. mean diam. (2-24"</u>	
Floors <u>"</u>		<u>Have Ventilators and their Coamings been examined and found efficient? Yes</u>		<u>"</u>		" Rule length <u>270 f. size C36</u>	
Keelsons <u>"</u>		<u>Air and Sounding Pipes Good</u>		<u>"</u>		Chain Locker <u>Good</u>	
Stringers <u>"</u>		<u>Doubling Plates under Sounding Pipes Good</u>		<u>"</u>		Hawsers & Warps <u>Sufficient</u>	
Inner Bottom Plating <u>"</u>				<u>"</u>		Standing and Running Rigging <u>Good</u>	
Have the Tanks been examined internally? <u>Yes</u>				<u>"</u>		Sails _____	
Have the Tanks been tested? <u>Yes</u>				<u>"</u>			

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 is in good and efficient condition and is eligible in our opinion to remain as now classed, with fresh record of S.S. Hiroshima 12,52 (Dr.) when the Survey has been completed and fresh docking date 12,52.
/ record of

Survey Fee (Per Section 23) <u>S.S.</u> <u>¥176,000.</u>	Fees applied for <u>19 FEB 1953</u> <u>LOCALLY</u> Received by me, _____ 19____
Special Damage or Repair Fee (if any) (per Sec. 23) <u>¥ 10,000.</u>	
Travelling Expenses (if chargeable) <u>¥ 10,000.</u>	
Second Surveyor's Fee (if any) _____	

M. Nakamura for K. Okada & Self.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Character Assigned Deferred - awaiting Dock Rpt.

u.s.p. 12,52. MBS* 12,52. B.S. 12,52 S 12,52



Ship? Yes Now

If so, is the Report sent now, or when will it be sent?

The Surveyors are requested not to write on or below the space for Committee's Minutes.

Certificate required? If so, to be sent to

012003-012010-0098

Examined internally & tested:- Fore & after peak tanks, Nos.1,2,4,5 & 6 D.B.Tanks.

To complete S.S. The following parts remain to be done:-

No.3 D.B. Tanks & Deep Tank (Oil fuel) be examined and tested.

S.R.L.:- Bower anchors on board examined, measured & weighed as follows:-

	Bower anchors			Stream anchor
	No.	No.2	No.3	
Length of shank	2350m/m	2370 m/m	2210 m/m	2590 m/m
Size of shank	280x220	280x220	275x270	210x165
Length of Arm	1370	1380	1410	1190
Weight	3600 kg ^{70 1/2 cwt}	3650 kg ^{77 1/2 cwt}	3517 kg ^{69 cwt}	1195 kg ^{23 1/2 cwt}

Note:- No.3 bower anchor finish with Cert. see below.

New 30 fathom of cables now placed on board, particulars see below.

List of thickness: Shell plates drilled & gauged as follows:-

Shell plates	Aft			Middle			Forward		
	Orig.	P.	S.	Orig.	P.	S.	Orig.	P.	S.
A (keel)	.74"=18.8mm	17.8mm	mm	.80"=20.4	20.0	mm	.74"=18.8	15.4	mm
B strake	.50"=12.7mm	12.1	11.8	.59"=14.9	13.5	14.3	.67"=17.1	15.2	15.4
C "	.47"=11.9	10.0	11.0	.59"=14.9	14.4	14.0	.67"=17.1	16.7	16.6
D "	.47"=11.9	11.5	11.4	.59"=14.9	14.5	13.9	.64"=16.4	16.2	14.3
E "	.47"=11.9	11.5	11.4	.59"=14.9	14.4	14.8	.53"=13.5	13.0	12.5
F "	.49"=12.5	11.3	9.7	.59"=14.9	13.8	14.6	.53"=13.5	12.8	11.8
G "	.47"=11.9	9.6	9.7	.59"=14.9	14.0	13.9	.53"=13.5	11.4	11.5
H "	.47"=11.9	10.3	9.9	.59"=14.9	13.5	12.7	.53"=13.5	11.9	11.0
I "	.47"=11.9	11.1	10.6	.59"=14.9	13.0	14.0	.47"=11.9	11.0	11.5
K "	.44"=10.9	10.5	10.5	.59"=14.9	13.5	14.7	.47"=11.9	11.6	11.0
L "	.36"=8.9	8.0	7.5	.61"=15.5	14.5	14.3	.47"=11.9	11.5	11.2

Shelter Deck Plate

	No.1 Hatch		No.2 Hatch		No.5 Hatch	
	Port	Starb'd	Port	Starb'd	Port	Starb'd
Centre Plate	6.5 mm	7.0 mm	9.5 mm	10.5 mm	8.5 mm	8.0 mm
1	7.0	7.0	9.5	10.5	9.0	8.0
2	8.0	7.0	15.0	15.0	9.0	8.0
3	10.0	9.5	15.5	15.0	9.5	10.5
Side plate	10.5	11.5	14.5	14.5	11.5	12.0

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.			
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
Kobe 323	30	2 1/4	127	1078	1076	0-0			30		C.S.Stud link	Osaka Chain & Mach.Mfg. Co.Ltd.	5-12-52 M.Sugihara

Tank top plate

	After (F24)			Fore (F151)		
	Original	Port	Starb'd	Original	Port	Starb'd
Center plate	.46"=11.7mm	10.4mm		.42"=10.7mm	7.5mm	
1	.42"=10.7mm	9.5mm	9.8mm	.50"=12.7mm	10.5mm	11.0mm
2	.42"=10.7mm	9.2mm	9.6mm			
Side plate	.48"=12.2mm	11.7mm	11.0mm	.48"=12.2mm	11.0mm	10.8mm

Repairs due to damages:-

Damage (1):- G15 & 16 shell plates on P.side (in way of No.1 hold) renewed

H17 shell plate in way of above faired in place.

One frame in way of above faired in place.

Damage (2):- B17 shell plate on P.side (in way of not hold) renewed.

A number of staited bottom rivet renewed.

Repairs due to wear & tear:- Several ballast, fresh water, steam, air & sounding pipes renewed necessary. Several started rivets & seams caulked.

The Owners informed that the Gross tonnage was changed to 4996 from 4995.

Interim Certificate No.C-12720 issued, copy attached hereto.

Report on Masts, spars & rigging & copy of cargo derrick test attached hereto.

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 THIS MARGIN.

