

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 10th Feb., 1953.

When handed in at Local Office

19

Port of KOBE

No. in  
Reg. Book

Survey held at

Hiroshima

Date, First Survey

6th Dec., '52

Last Survey

25th December, 1952.

02076  
52035on the ~~Woolston~~ Steel

S.S. "ASAKAZE MARU"

(No. of Visits)

TONNAGE:

GROSS 4996

UNDER DK -

NET 3502

Built at Sunderland

By whom

W. Gray &amp; Co., Ltd.,

When

YEAR  
1929MONTH  
7

Owners Nakamura Kisen K.K.

Owners' Address

(If not already recorded in Appendix to Register Book.)

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 &amp; B

feet; f

fe

total capacity tons.

FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted

Precisely as in Register Book &amp; Supplements)

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

Last Report, No. 6510

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 Not required

Society's Freeboard (if assigned) as painted on Ship and now verified

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

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 Faird or Repaired	-	-						
Faird or Repaired in place	1	1						

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Coamings	"	Cement or Asphalt	None	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	See Rpt.
Frames	"	Have pumps been examined and found efficient?	"	Planking	"	(State if wedges removed.)	
Reverse Frames	"	Yes		Caulking	"	Equipment letter	
Longitudinals	"	Have Sluice Valves been examined and found efficient?	-	Treenails	"	Anchors. No. of	3B 1S
Transverses	"	Have Watertight Doors been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)	Ranged
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Crutches	"	" length	270 f. mean diam. (2-24")
Keelsons	"	Air and Sounding Pipes	Good	Timbers of Frame at openings	"	" Rule length	270 f. size C36
Stringers	"	Doubling Plates under Sounding Pipes	Good	" " at other places	"	Chain Locker	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Hawser & Warps	Sufficient
Have the Tanks been examined internally?	Yes			Salting	"	Standing and Running Rigging	Good
Have the Tanks been tested?	Yes			State if examined		Sails	-

## General Observations, Opinion as to Class, Recommendation, &amp;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.

Survey Fee (Per Section 23) S.S. ¥176,000.

Alteration

Special Damage or Repair Fee (if any)

¥ 10,000.

Travelling Expenses (if chargeable)

¥ 10,000.

Second Surveyor's Fee (if any)

¥ :

Fees applied for

19 FEB 1953

LOCALLY

Received by me,

19

Committee's Minute

Character Assigned

THU 26 MAR 1953

Deferred - awaiting Dock Rpt.

m.s.p. 12,52.

MBS\* 12,52.

B.S. 12,52

S 12,52

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



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.

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 <sup>70 1/4 cwt</sup>	3650 kg <sup>77 1/2 cwt</sup>	3517 kg <sup>69 cwt</sup>	1195 kg <sup>23 1/2 cwt</sup>

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		80"=20.4	20.0		74"=18.8	15.4	
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 "				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.	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.

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.	Length.	Diam.			
Kobe 323	30	2 1/4	127 1/2	178 1/2	1076-0-0		30		30		C.S.Stud link	Osaka Chain & Mach.Mfg. Co.Ltd.	5-12-52 M.Sugihara
Iron Stream Chain or Steel Wire													

Tank top plate

	After (F241)			Fore (F1511)		
	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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.