

12. JAN. 1968

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name ~~SS/MS~~ "AWATA MARU" Port Yokohama
 Processing Number: LR 503185 Gross tons 7601 Rpt. No. 7815
 Port of Registry Tokyo Date of build 1952-2 Is there a Rpt. 9? No
 No. of visits 1 First date & Last date 18-12-67
 Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) SMK 3079
 Date of completing rpt. 19-12-67 Surveyed at, if different from Port above -
 Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination -
 Has a Load Line Survey been held? No Summer freeboard as verified -

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State which additional Rpt. 8 is attached: ~~(Cont), (A), (DR), (EQ), (Rig)~~

Survey fees - Damage fee (a) ¥ 12,000.- Expenses ¥ 500.-
 S.A. fee -

I have surveyed the above-named ship in accordance with the Rules for Equipment viz. Lost Bower Anchor, whilst at Durban, on the 29th of October, 1967.

Now found:-

The first end link in a short length of chain cable fractured and a Bower Anchor lost (S.S.).

The Master stated that the damage was sustained whilst heaving the anchor up into the hawse pipe, with approximately two lengths of cable out.

Now done:-

The spare Bower Anchor fitted to starboard side at this time.

However, it is recommended that a spare Bower Anchor of Rule weight and test being supplied at the earliest opportunity also to the first two lengths of chain cable (S.S.) being retested at the next drydocking.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed ~~with~~/without fresh record of dry docking. subject to a spare Bower Anchor of Rule weight and test being supplied at the earliest opportunity, also to the first two lengths of chain cable (S.S.) being retested at the next drydocking, and to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

FRIDAY 26 JAN 1968

Minute

As now Subject

S. Ueda
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TROS
DEPT.
RECORDS
NOTED

POSTING

HEADER

CERT

Lloyd's Register
Foundation
FOR CHAIRMAN
CLASSIFICATION

013997-014003-0021

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

ger/k

W. J. O. B.

†Condition

†Condition

| | | |
|--|--|---|
| Shell plating | | *Hatchways |
| Sternframe | | *Ventilators & air pipes |
| Rudder | | *Casings |
| Was rudder lifted? | | *Fiddley openings |
| Plating, etc. in way of shell openings | | *Skylights |
| F.P. spaces | | *Flush deck scuttles |
| Chain locker | | *Deckhouses & companionways |
| A.P. spaces | | *Superstructures |
| Engine space | | *Side, bow & sterndoors |
| Boiler space | | *Side scuttles & deadlights |
| Under E. & B. | | *Ash shoots, etc. |
| Coal bunker | | Scuppers, discharges & valves |
| Tunnel & well | | Guard rails & bulwarks |
| Duct keel | | Freeing ports |
| Cement, asphalt, etc., on btm. shell | | Gangways & lifelines |
| Weather decks | | Fittings & appliances for timber deck cargoes |
| Sounding pipes with doublers under | | Means of escape: |
| Windlass | | (a) machinery spaces |
| Masts & standing rigging | | (b) crew and passenger spaces |
| Hand pumps & suction | | (c) spaces in which crew normally employed |
| W.T. doors | | Communications between: |
| Fire equipment | | (a) bridge & eng. room |
| Other items: | | (b) bridge and alternative steering position |
| | | Steering control systems (main and alternative) |
| | | Helm indicator |
| | | Protection of aft steering wheel & gear |
| | | Steering arrangements (main) |
| | | " " (aux.) |

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date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

Taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

| | | |
|------------------------------------|----------|-----------------------|
| Equipment letter | } Cables | State if ranged |
| Fee ltr., if diff. from eqpt. ltr. | | Length on board |
| Anchors: No. on board | | Mean dias. range from |
| | | Rule length |
| | | Mooring ropes |

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Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.