

-3. NOV. 1966

Ship's Name ~~SS~~/MS "AWATA MARU" Port Shimonoseki
 Processing Number: LR 503185 Gross tons 7,601 Rpt. No. 2755
 Port of Registry Tokyo Date of build 1952-8 Is there a Rpt. 9? Yes
 No. of visits 3 First date 14-10-1966 Last date 17-10-1966
 Cert. B issued Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) VKA 6232
 & copy herewith? No. C-16139 Date of completing rpt. 26-10-1966
 Surveyed at, if different from Port above -
 Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination 17-10-1966
 Has a Load Line Survey been held? Yes, held by Japanese authority. Summer freeboard as verified 6 ft. 10½ ins.
 State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)
 Survey fees ¥15,000 Damage fee ¥ 5,000 Expenses ¥ 1,200

S.A. fee ¥ 8,000(16-10-66 RH)

I have surveyed the above-named ship in accordance with the Rules for Annual and Docking, and Damage stated to have been sustained on account of contact with the quay of Manzanillo on the 13th September, 1966 and also contact with the quay of Townsville on the 25th December, 1966.

Wear and tear repairs

Worn lignum vitae bushing in way of lower pintle of the rudder renewed and adjusted in order.

Damage

Starboard side shell plate J-19 in way of No.2 cargo hold at Fr. Nos.145/150 found set in, and now faired in place. Port side shell plating in sheer strake in way of No.5 hold found set in, and now distorted bulwark stays renewed, surrounding area faired in place.

Recommendation

As the condition of port side shell plating set in is considered to be efficient until next dry docking, it is recommended that port side shell plating S6 S8 in sheer strake in way of No.5 hold to be specially examined and dealt with as necessary at next dry docking.

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

Not applicable.

(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 ~~xxxx~~ fresh record of dry docking. 10/66,

subject to port side shell plating in sheer strake in way of No.5 hold being specially examined and dealt with as necessary at next dry docking and to any other condition which may be present attached to the ship's 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

Minute

FRIDAY 16 DEC 1966

DS 10. 66 Subject (h)

TS (p) 10. 66

ABS 10. 66

FOR CHAIRMAN
CLASSN. CITEE.

write Owners (R/Ksm)

RB note TS (4)

013997-014003-0044

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

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†Condition

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Shell plating	Good	*Hatchways	Good
Sternframe	Good	*Ventilators & air pipes	Good
Rudder	Good	*Casings	Good
Was rudder lifted?	Yes	*Fiddley openings	-
Plating, etc. in way of shell openings	Good	*Skylights	Good
F.P. spaces	Not examined.	*Flush deck scuttles	-
Chain locker		*Deckhouses & companionways	Good
A.P. spaces		*Superstructures	Good
Engine space		*Side, bow & sterndoors	-
Boiler space		*Side scuttles & deadlights	Good
Under E. & B.		*Ash shoots, etc.	-
Coal bunker		Scuppers, discharges & valves	Good
Tunnel & well		Guard rails & bulwarks	Good
Duct keel		Freeing ports	Good
Cement, asphalt, etc., on btm. shell		Gangways & lifelines	Good
Weather decks	Good	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	Not examined	Means of escape:	Not examined
Windlass	Good	(a) machinery spaces	
Masts & standing rigging	Good	(b) crew and passenger spaces	
Hand pumps & suction	Not examined	(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)	Good
		Helm indicator	Good
		Protection of aft steering wheel & gear	Good
		Steering arrangements (main)	Good
		" " (aux.)	Good

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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:—

Expire date: 28th August, 1968.

Certifying authority: Japanese Government.

EQUIPMENT:

Equipment letter $d\ddagger 2\ 3/16"$ SQ
 Fee ltr., if diff. from eqpt. ltr. —
 Anchors: No. on board 3

Cables

State if ranged Ranged.
 Length on board 300 fms.
 Mean dias. range from 53.0mm to 56.0 mm
 Rule length 300 fms. Dia. $2\ 3/16$ ins.
 Mooring ropes Sufficient.

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.

Lloyd's Register
Foundation