

Received London
17. JAN. 1963

23 JAN 1963

Ship's Name SS/MS	"ASO MARU"	Port	Kobe
Processing Number: LR	502705	Gross tons	7,577
Port of Registry	Tokyo	Date of build	
No. of visits	2	First date	2-12-67
Cert. B issued & copy herewith?	Yes B-130701	Damage rpt. Issued & copy herewith?	No
Date of completing rpt.	22-12-67	Is there a Rpt. 9?	No
Safcon Cert. (ST) issued & copy herewith?	No	Last date	22-12-67
Has a Load Line Survey been held?	No	Surveyed at, if different from Port above	Osaka
		If surveyed in D.D. last date of examination	-
		Summer freeboard verified	No

State which additional Rpt. 8 is attached: ~~(Cont. (A); (B); (C); (D); (E); (F); (G); (H); (I); (J); (K); (L); (M); (N); (O); (P); (Q); (R); (S); (T); (U); (V); (W); (X); (Y); (Z); (AA); (AB); (AC); (AD); (AE); (AF); (AG); (AH); (AI); (AJ); (AK); (AL); (AM); (AN); (AO); (AP); (AQ); (AR); (AS); (AT); (AU); (AV); (AW); (AX); (AY); (AZ); (BA); (BB); (BC); (BD); (BE); (BF); (BG); (BH); (BI); (BJ); (BK); (BL); (BM); (BN); (BO); (BP); (BQ); (BR); (BS); (BT); (BU); (BV); (BW); (BX); (BY); (BZ); (CA); (CB); (CC); (CD); (CE); (CF); (CG); (CH); (CI); (CJ); (CK); (CL); (CM); (CN); (CO); (CP); (CQ); (CR); (CS); (CT); (CU); (CV); (CW); (CX); (CY); (CZ); (DA); (DB); (DC); (DD); (DE); (DF); (DG); (DH); (DI); (DJ); (DK); (DL); (DM); (DN); (DO); (DP); (DQ); (DR); (DS); (DT); (DU); (DV); (DW); (DX); (DY); (DZ); (EA); (EB); (EC); (ED); (EE); (EF); (EG); (EH); (EI); (EJ); (EK); (EL); (EM); (EN); (EO); (EP); (EQ); (ER); (ES); (ET); (EU); (EV); (EW); (EX); (EY); (EZ); (FA); (FB); (FC); (FD); (FE); (FF); (FG); (FH); (FI); (FJ); (FK); (FL); (FM); (FN); (FO); (FP); (FQ); (FR); (FS); (FT); (FU); (FV); (FW); (FX); (FY); (FZ); (GA); (GB); (GC); (GD); (GE); (GF); (GG); (GH); (GI); (GJ); (GK); (GL); (GM); (GN); (GO); (GP); (GQ); (GR); (GS); (GT); (GU); (GV); (GW); (GX); (GY); (GZ); (HA); (HB); (HC); (HD); (HE); (HF); (HG); (HH); (HI); (HJ); (HK); (HL); (HM); (HN); (HO); (HP); (HQ); (HR); (HS); (HT); (HU); (HV); (HW); (HX); (HY); (HZ); (IA); (IB); (IC); (ID); (IE); (IF); (IG); (IH); (II); (IJ); (IK); (IL); (IM); (IN); (IO); (IP); (IQ); (IR); (IS); (IT); (IU); (IV); (IW); (IX); (IY); (IZ); (JA); (JB); (JC); (JD); (JE); (JF); (JG); (JH); (JI); (JJ); (JK); (JL); (JM); (JN); (JO); (JP); (JQ); (JR); (JS); (JT); (JU); (JV); (JW); (JX); (JY); (JZ); (KA); (KB); (KC); (KD); (KE); (KF); (KG); (KH); (KI); (KJ); (KK); (KL); (KM); (KN); (KO); (KP); (KQ); (KR); (KS); (KT); (KU); (KV); (KW); (KX); (KY); (KZ); (LA); (LB); (LC); (LD); (LE); (LF); (LG); (LH); (LI); (LJ); (LK); (LL); (LM); (LN); (LO); (LP); (LQ); (LR); (LS); (LT); (LU); (LV); (LW); (LX); (LY); (LZ); (MA); (MB); (MC); (MD); (ME); (MF); (MG); (MH); (MI); (MJ); (MK); (ML); (MM); (MN); (MO); (MP); (MQ); (MR); (MS); (MT); (MU); (MV); (MW); (MX); (MY); (MZ); (NA); (NB); (NC); (ND); (NE); (NF); (NG); (NH); (NI); (NJ); (NK); (NL); (NM); (NN); (NO); (NP); (NQ); (NR); (NS); (NT); (NU); (NV); (NW); (NX); (NY); (NZ); (OA); (OB); (OC); (OD); (OE); (OF); (OG); (OH); (OI); (OJ); (OK); (OL); (OM); (ON); (OO); (OP); (OQ); (OR); (OS); (OT); (OU); (OV); (OW); (OX); (OY); (OZ); (PA); (PB); (PC); (PD); (PE); (PF); (PG); (PH); (PI); (PJ); (PK); (PL); (PM); (PN); (PO); (PP); (PQ); (PR); (PS); (PT); (PU); (PV); (PW); (PX); (PY); (PZ); (QA); (QB); (QC); (QD); (QE); (QF); (QG); (QH); (QI); (QJ); (QK); (QL); (QM); (QN); (QO); (QP); (QQ); (QR); (QS); (QT); (QU); (QV); (QW); (QX); (QY); (QZ); (RA); (RB); (RC); (RD); (RE); (RF); (RG); (RH); (RI); (RJ); (RK); (RL); (RM); (RN); (RO); (RP); (RQ); (RR); (RS); (RT); (RU); (RV); (RW); (RX); (RY); (RZ); (SA); (SB); (SC); (SD); (SE); (SF); (SG); (SH); (SI); (SJ); (SK); (SL); (SM); (SN); (SO); (SP); (SQ); (SR); (SS); (ST); (SU); (SV); (SW); (SX); (SY); (SZ); (TA); (TB); (TC); (TD); (TE); (TF); (TG); (TH); (TI); (TJ); (TK); (TL); (TM); (TN); (TO); (TP); (TQ); (TR); (TS); (TT); (TU); (TV); (TW); (TX); (TY); (TZ); (UA); (UB); (UC); (UD); (UE); (UF); (UG); (UH); (UI); (UJ); (UK); (UL); (UM); (UN); (UO); (UP); (UQ); (UR); (US); (UT); (UU); (UV); (UW); (UX); (UY); (UZ); (VA); (VB); (VC); (VD); (VE); (VF); (VG); (VH); (VI); (VJ); (VK); (VL); (VM); (VN); (VO); (VP); (VQ); (VR); (VS); (VT); (VU); (VV); (VW); (VX); (VY); (VZ); (WA); (WB); (WC); (WD); (WE); (WF); (WG); (WH); (WI); (WJ); (WK); (WL); (WM); (WN); (WO); (WP); (WQ); (WR); (WS); (WT); (WU); (WV); (WW); (WX); (WY); (WZ); (XA); (XB); (XC); (XD); (XE); (XF); (XG); (XH); (XI); (XJ); (XK); (XL); (XM); (XN); (XO); (XP); (XQ); (XR); (XS); (XT); (XU); (XV); (XW); (XX); (XY); (XZ); (YA); (YB); (YC); (YD); (YE); (YF); (YG); (YH); (YI); (YJ); (YK); (YL); (YM); (YN); (YO); (YP); (YQ); (YR); (YS); (YT); (YU); (YV); (YW); (YX); (YY); (YZ); (ZA); (ZB); (ZC); (ZD); (ZE); (ZF); (ZG); (ZH); (ZI); (ZJ); (ZK); (ZL); (ZM); (ZN); (ZO); (ZP); (ZQ); (ZR); (ZS); (ZT); (ZU); (ZV); (ZW); (ZX); (ZY); (ZZ)~~ (EQ); ~~(FR)~~

Survey fees *¥15,000* Damage fee - Expenses *¥2,000*
S.A. fee -

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

I have surveyed the above-named ship in accordance with the Rules for **Replacement of Equipment.**

NOW DONE FOR REPLACEMENT OF EQUIPMENT

3- each 15 fathoms of anchor chain cables, 1 lengths of starboard and 2 lengths of port anchors, renewed, and also 2- short 4.85 Meter long swivel pieces renewed. For particulars of chain cable please see Report 8 (EQ).

Owners stated that 3 lengths of chain cables as above stated were found pitted by ship's crews and wanted to repalce by the spare chain cable which had been manufactured as spare in 1952, and pitted chain cables would be sent to the manufacturers for further examination and repairs.

Survey was confined to the above items only.

CONDITION OF CLASS

S.R.L. No.278 :- Nil

S.R.L. Appendix No.20 :- (Hull) Nil

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. **nor AS**

subject to any outstanding condition 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

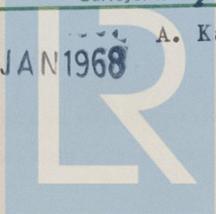
WEDNESDAY 31 JAN 1968

Minute

As now

Surveyor to Lloyd's Register of Shipping

A. Kamitani



FOR CHAIRMAN
CLASS. CTTEE

ALSO FOR	
SPL FOR	
TRO	<i>Melwood</i>
SRL	
POSTING	
HEADER	
CERT	

†Condition

†Condition

Shell plating
 Sternframe
 Rudder
 Was rudder lifted?
 Plating, etc. In way of shell openings
 F.P. spaces
 Chain locker
 A.P. spaces
 Engine space
 Boiler space
 Under E. & B.
 Coal bunker
 Tunnel & well
 Duct keel
 Cement, asphalt, etc., on btm. shell
 Weather decks
 Sounding pipes with doublers under
 Windlass
 Masts & standing rigging
 Hand pumps & suction
 W.T. doors
 Fire equipment
 Other items:

Not examined

*Hatchways
 *Ventilators & air pipes
 *Casings
 *Fiddle openings
 *Skylights
 *Flush deck scuttles
 *Deckhouses & companionways
 *Superstructures
 *Side, bow & sterndoors
 *Side scuttles & deadlights
 *Ash shoots, etc.
 Scuppers, discharges & valves
 Guard rails & bulwarks
 Freeing ports
 Gangways & lifelines
 Fittings & appliances for timber deck cargoes
 Means of escape:
 (a) machinery spaces
 (b) crew and passenger spaces
 (c) spaces in which crew normally employed
 Communications between:
 (a) bridge & eng. room
 (b) bridge and alternative steering position
 Steering control systems (main and alternative)
 Helm indicator
 Protection of aft steering wheel & gear
 Steering arrangements (main)
 " " (aux.)

Not examined

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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:—

Not examined

EQUIPMENT:

Equipment letter d †
 Fee ltr., if diff. from eqpt. ltr. -
 Anchors: No. on board 3B

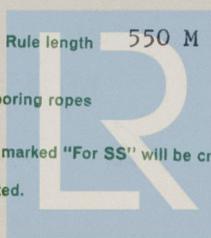
Cables

State if ranged No
 Length on board Stated 644 M (24 lengths)
 Mean dias. range from 56.0mm to 56.0mm (which exd.)
 Rule length 550 M Dia. 55.5mm S.C.

Mooring ropes

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

