

## REPORT of SURVEY for RE

Date of writing Report 30/10/1929 When handed in at Local Office Oct 31/29

No. in Survey held at Kobe. Date, First Sur

13427 on the Wood, Iron or Steel TWIN SCREW STEAMER "AIAR"

TONNAGE—  
GROSS 9617  
UNDER DK. 8797  
NET 6016

Built at Nagasaki. By wh  
Owners Osaka Shosen Kabushiki Kaisha  
Managers

Surveyed Afloat or in Dry Dock? Both Name of Dock

WB=Cell DBorDBa feet; uE&B feet,  
total capacity tons. FPT tons; APT tons; MT

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the date of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 6273 Port Kob.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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

Society's Freeboard (if assigned) as No opportunity painted on Ship and now verified to verify.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, S.R.L. AND TEST OF DEEP TANKS AND FORE PEAK FOR CARRIAGE OF CARGO OIL

NOW DONE:—Vessel placed in dry dock, bottom, and rudder cleaned, examined now placed in good condition and recoated.

Deep Tank, No.6 D.B. Tank in way of Deep Tank and Fore Peak Tank tested for the carriage of cargo oil in bulk. Special certificates issued, copies attached.

S.R.L.:— Not dealt with at this survey.

Minor repairs due to wear and tear carried out.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	—	Dblng. Plates under Sounding Pipes	—	Copper, or Y.M. of Wood Vessels	—
Planking of Decks	"	State if Tanks now tested	Yes (Deep Tk. No.6 D.B. Tk. & F.P. Tk.)	Engine Room Skylights	Good	(State if on Feet).	—
Stowings	"	Bulkheads	—	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	—
Rams & Fastenings	—	Ceiling	—	Souppers	"	Boats	Good
Outside Plating	Good	Cement or Asphalt	—	Cargo Hatchways	"	Masts, Yards, &c.	"
Keelhooks	—	Rudder	Good	Hatches	"	Condition, how ascertained	from deck
Transoms	—	Steering gear and its connections	"	Planking of Wood Vessels	—	(State if wedges removed)	—
Frames	—	Windlass	"	Caulking	ditto	Sails	—
Reverse Frames	—	Have Pumps now been examined and found efficient?	—	Treenails	ditto	Equipment letter	d
Longitudinals	—	Have Sluice Valves now been examined and found efficient?	—	Breasthooks & Stemson	ditto	Anchors, No. of	3B. 1S..1K.
Transverses	—	Have Watertight Doors now been examined and found efficient?	—	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	No
Stowings	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	„ length (on board)	Stated correct.
Stringers	—			Ditto ditto at other places	ditto	„ Rule length	300 fms. size 2 1/2"
Inner Bottom Plating	—			Stringers, Clamps & Shelves	ditto	Hawser & Warps	—
				Salting	ditto	Standing and Running Rigging	—

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel, so far as now seen, is in good condition and eligible in our opinion to be continued as classed with fresh record of survey 10,29 subject to oil fuel D.B.tanks being examined internally 1931.

Survey Fee (per Section 20) Yen 115:00  
TANK TESTING..... Yen 85:00  
Special Damage or Repair Fee (if any) (per Sec. 20) Yen 30:00  
Selling Expenses (if chargeable) Yen 30:00  
(Including Machinery & Deep Tank Testing).  
and Surveyor's Fee (if any)

Fees applied for, 28/10/1929.  
Received by me, 19.

Committee's Minute/

Character Assigned

FRI. 13 DEC 1929

100A1

510,29

Shell DK w/ft  
Fitted for oil fuel  
+ 100A1

Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register  
Foundation