Rpt. 8. (Received at London Office 14 DEC 1953) No. 1752

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th Nov., 1953. When handed in at Local Office ..... 19..... Port of KOBE

No. in Reg. Book 00488 — Survey held at Tamano, Japan Date, First Survey 14th Nov., Last Survey 21st Nov., 1953. (No of Visits 3)

on the ~~Wood/Iron~~ Steel M.V. "AKAGISAN MARU"

TONNAGE :— GROSS 6637 UNDER DK. 5773 NET 3736

Built at Tamano, Japan By whom Mitsui S.B. & E.Co., Ld. When YEAR 1951 MONTH 10

Owners Mitsui Sempaku K.K., Owners' Address ..... (If not already recorded in Appendix to Register Book).

Managers ..... Port belonging to Tokyo

Surveyed Afloat or in Dry Dock ? Both & Name of Dock Mitsui, Tamano Destined Voyage .....

CellDBorDBa ..... feet; uE&B ..... feet; f ..... feet

total capacity ..... tons. FPT ..... tons; APT ..... tons; MT ..... feet ..... tons.

Yes Now

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 52389 Port N. Yk.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1	+LMC 9,51
3.53. ~~10,52~~	DBS 10,52
	T.C.L
Carrying veg. oil in deep tank	

Periodical Surveys, when held, must be reported in detail and seriatim 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. .....

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

OIL ENGINES CONTINUOUS SURVEY

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

Was a Survey also been held on the Machinery of the Ship ? If so, is the Report sent now, or when will it be sent ?

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage stated to have been caused touching quay wall on the 28th August, 1953 at Bremen, Germany.

Now Done:- Vessel placed in drydock, bottom and rudder, cleaned, examined and recd. the

R.M.C. (E.D.)

(Vessel undocked 21-11-53)

Damage:- The starb'd shell plate H.15 indented, now faired in place.

Condition:- The decks, casing, hatchways, vents and closing appliances, equipment, windlass & steering gear generally examined and found good and efficient condition.

Additional Stiffening (Ref. correspondence M.V. "AWAJISAN MARU" and other Mitsui Line Ships)

A new girder 350mm x 10mm with 220mm x 30mm face plate fitted to shelter deck (P & S) 3.3 metres outboard of hatch side girder, extending from Fr.55 to 77 and from Fr.95 to 121.
Bottom shell stiffened by fitting each side four angles 150mm x 90mm x 9mm welded toe on, extending from Fr.55 to 70 and Fr.97 to 120.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place ..								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Not exd.	Engine Room Skylights	Good
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Not examined
Beams & Fastenings	Not exd.	Rudder	Good	Scuppers	"
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good
" " in way of sidelights	"	Windlass	"	Hatches	"
Frames	Not exd.	Have pumps been examined and found efficient ?	Not exd.	Planking	
Reverse Frames	"	Have Sluice Valves been examined and found efficient ?	Not exd.	Caulking	
Longitudinals	"	Have Watertight Doors been examined and found efficient ?	Not exd.	Treenails	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient ?	Good	Breasthooks & Stemson	
Floors	"	Air and Sounding Pipes	Not exd.	Transoms, Pointers & Crutches	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	
Stringers	"			" " at other places	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	
Have the Tanks been examined internally	See Rpt.			Salting	
Have the Tanks been tested ?	See Rpt.			(State if examined)	

Copper, or Y.M. (State if on Felt.)	
When fitted, Month ..... Year	
Boats	Good
Masts, Yards, &c.	"
Condition, how ascertained (State if wedges removed.)	from deck
Equipment letter	
Anchors, No. of	3B.& 1S
Cables (State if now ranged)	stated complete
" length (on board.) mean diamr.	
" Rule length size	
Chain Locker	Not exd.
Hawsers & Warps	Sufficient
Standing and Running Rigging	Efficient
Sails	-

General Observations, Opinion as to Class, Recommendation, &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, so far as now seen, is in good and efficient condition and eligible in our opinion to remain as now classed with fresh record of drydocking 11,53.

Is Certificate required ? If so, to be sent to

Survey Fee (per Section 23)	Docking x	¥15,000.-
	Bottom Stiffening	10,000.-
Special Damage or Repair Fee (if any) (per Sec. 23)	£	: :
Travelling Expenses (if chargeable)	£	4,000.-
Second Surveyor's Fee (if any)	£	: :

3. DEC. 1953

Fees applied for, 31 DEC 1953 19.....

Received by me, ... 19.....

G.G. Young

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUESDAY 12 JAN 1954

Character Assigned 11,53 Jnn.

DBS 11,53

CS

Note RMC

(MADE AND PRINTED IN ENGLAND.) 20m.5.52 Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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011536-011543-0122

Sea suction recess (P & S) Fr 73-74 now strengthened by fitting 150 x 19mm four double riveted boundary angle internally.

No.4 D. BT(P & S) water tested and found satisfactory.

Drawings detaiting the above stiffening are are attached. No.1,2 & 4.

Interim Certificate No.C-17078 issued, copy attached hereto.

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														*If Patent, state name of Patentee.*		*If Stocktest, state Mechanical Test.*
	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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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