

**REPORT of SURVEY for REPAIRS, &c.**

Date of writing Report 16/5/38 When handed in at Local Office 20/5/38 Port of Kobe.  
No. in Reg. Book. 24797 Survey held at Osaka. Date, First Survey 12/4/38 Last Survey 9/5/1938.  
(No. of Visits Twelve.)

TONNAGE:— Built at Kearny, N.J. By whom Federal S.B.Co. When 1918  
GROSS 6868 Owners G. E. MARDEN Owners' Address 2, French Bund, Shanghai.  
UNDER DE. 5895 Managers Osaka Iron Works, Ltd. Port belonging to Shanghai.  
NET 4809

Surveyed Afloat or in Dry Dock? Both Name of Dock Chikko Yard. Destined Voyage

W.B.=Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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 insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 885 Port Gal

(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

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	Year Assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR **SPECIAL SURVEY 2nd No. 3 for RECLASSIFICATION.**

**NOW DONE:—** Vessel placed in dry dock. Hull, bottom, rudder, stern frame and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, tween decks, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space and coal bunkers cleared for survey, ceiling lifted all fore and aft, and all steel work throughout the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Plating in way of side lights examined and found or now placed in good condition.

Double bottom tanks, and fore and after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight. (P.T.O.).

**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 <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels <u>--</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes</u>	Dblg. Plates under Sounding Pipes <u>"</u>	(State if on Feet). When put on, Month <u>--</u> Year <u>--</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>"</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Cement <u>Under</u>	Oil Bunkers <u>"</u>	Condition, how ascertained <u>From aloft.</u>
" in way of sidelights <u>Good</u>	Rudder <u>"</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>--</u>
Reasthooks <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Sails <u>--</u>
Transoms <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>--</u>
Reverse Frames <u>"</u>	Have pumps now been examined and found efficient? <u>Yes.</u>	Planking of Wood Vessels <u>--</u>	Anchors, No. of <u>3B. 1S. 1K.</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>--</u>	Caulking ditto <u>--</u>	Chain Locker <u>Good</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>Yes.</u>	Treenails ditto <u>--</u>	Cables (State if now ranged) <u>Yes. 3-4"</u>
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>	Breasthooks & Stemson ditto <u>--</u>	" length <u>255 fms.</u> mean diam. <u>2 3/4"</u>
Belsons <u>"</u>		Transoms Pointers, & Crutches ditto <u>--</u>	" Rule length <u>270 fms.</u> size <u>2 1/4"</u>
Ringers <u>"</u>		Timbers of Frame at openings ditto <u>--</u>	Hawser & Warps <u>Good</u>
Inner Bottom Plating <u>"</u>		Ditto Ditto at other places ditto <u>--</u>	Standing and Running Rigging <u>"</u>
		Stringers, Clamps & Shells ditto <u>--</u>	
		Salting ditto <u>--</u>	
		(State if examined.)	

**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 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 ptnd 24, &c."

**This vessel is in good condition and eligible, in our opinion, to be reclassified, 100A1**

**"Shelter deck with freeboard" with notation "Longitudinal framing"; also with fresh record of survey 5.38 and the notation S.S. Kob. 2nd No. 3-5.38, subject to 15 fathoms of chain cable of proper weight and size being supplied.**

First Entry Yen 171:43

Survey Fee (per Section 2d) £ 2,124:00

Freeboard assignment £ 437:14

Damage Report Fee (if any) £ 42:27

Travelling Expenses (if chargeable) £ 102:86

(Including Machinery).

Second Surveyor's Fee (if any) £

Fees applied for, 12/5/38

Received by me, 30.6.1938

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Remotely + 100 A1 subject

She. Dh. when fbd.

S.S. 36CL

S.S. 2nd No. 3-5.38

Note RD. parts Subject:— fitted for oil fuel + Line 5.38 subject



N.E.—If this Report is copied by Copying Press, special 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.

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, vents with coamings, and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, and hand gear, pumps, W.T.doors, scuppers, skylights, boats, masts (with deck angles), rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition. Freeboard verified.

The shell plating was drilled, gauged and the thicknesses found as stated on the attached form.

The whole of the rules requirements for S.S.No.3 have now been complied with.

#### REPAIRS DUE TO WEAR AND TEAR:-

Starboard side forward in way of hospital in forecastle - 2 deck plates partly cropped and renewed with one plate.

Starboard side fore well deck, 1 indented plate cropped and part renewed.

Starboard side aft well deck - 1 indented plate renewed, 1 - part renewed and 1 doubled.

Bridge deck - inside saloon house forward was found badly wasted in places underneath the deck composition. In order to avoid lifting the whole of the accommodation the worst parts have now been fitted with local patches electrically welded and to compensate for strength the stringer plate abreast this Deck house has been doubled in both sides with a doubling 5'-0" x  $\frac{1}{2}$ " for the full length of house.

A number of minor repairs effected.

The two bower anchors and 1 stream anchor were examined, weighed and found to be in good condition and correct weight.

The 240 fathoms of  $2\frac{1}{2}$ " stud link chain cable on board the vessel were examined

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.		
85197	1st Bower	67	-	-							63	3	0	Stockless		
	2nd "	66	-	-							63	3	0	"		
	3rd "	52	0	19	-	-	-	43	15	2	14	54	2	0	Stockless	Hingley LPH-N.25/9/21
	Collective Weight.	185	-	-							182	0	0			H.G.
	Stream	21	3	14							21	3	14			
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
795-C-2	454	24			120-0-0	114.3-0			Stud Link	Osaka Chain Works, Ltd.	O.P.H. 17/5/19.Y.J.
Iron Stream Chain or Steel Wire....											

and, with the exception of 2 lengths having a large number of bent links (now renewed) were found in good condition. The marks on the cables were not decipherable and there were no certificates on board for the anchors and cables.

One spare anchor and 3 lengths of chain cable of proper weight and size now placed on board and marks verified with certificates. One further length of chain cable has been ordered and will be placed on board at the first convenient opportunity.

The vessel is no longer fitted for oil fuel and the settling tanks have been dispensed with.

The vessel is proceeding direct to Shanghai to take out her official Register (P.T.O.)

Rpt. 9a.

(2) (Full).

Port of

Kobe.

Continuation of Report No 063 dated

16/5/38

on the FEDERAL

under British flag and the new Registered particulars will be forwarded to you when received from the Owners.

The copy of the First Entry Report which was forwarded with your letter of the 10th March is returned herewith.

J.F.



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Lloyd's Register

Foundation

006175-006188-0241 2/2