

# REPORT OF SURVEY for REPAIRS, &c.

Date of writing Report 15/6/28 When handed in at Local Office 15/6/1928 Port of Kobe.

No. in Survey held at Kobe. Date, First Survey 28/5/28 Last Survey 9/6/1928.  
Reg. Book. (No. of Visits Eight.)

65897

16842 on the ~~Woods~~ Steel SINGLE SCREW STEAMER "BORDEAUX MARU"  
TONNAGE: Built at Kobe. By whom Kawasaki Dockyard Co.Ld. When 1923 MONTH 12  
GROSS 6567 Owners Kawasaki Dockyard Co.Ld. Owners' Address  
UNDER DK. 6157 Managers Port belonging to Kobe.  
NET 4104

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

WB=Cell DBor.DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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. 6040 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 painted on Ship and now verified 8 10 1/2

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONTINUATION OF SPECIAL SURVEY NO.1, S.R.L. & DAMAGE stated to have been caused by touching bottom at oil wharf, Martinez, San Francisco Bay, on 9th April, 1928.

For further particulars see Kobe Damage Report dated 11th June, 1928.

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, and engine and boiler space cleared for survey, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found in good condition, afterwards recoated.

No.1, r.w.tank under E & B and No.6 double bottom tanks, deep tank and fore after peak tanks examined internally, found or now placed in good condition, afterwards recoated, where necessary. Nos.1 & 6 d.b.tanks, also E & B Feed Water Tank, and F & A Peak Tanks tested with P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	1	7	7	7	7	7	7	7
Removed and Fair'd or Repaired	2	7	7	7	7	7	7	7
Fair'd or Repaired in place	2	7	7	7	7	7	7	7

### PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Dblg. Plates under 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>	Engine Room Skylights <u>"</u>	(State if on Belt) <u>--</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	When put on, Month <u>--</u> Year <u>--</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Scuppers <u>"</u>	Boats <u>Good</u>
Outside Plating <u>"</u>	Cement or Asphalt <u>put Cov.</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
Breasthooks <u>"</u>	Rudder <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>from aloft</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>--</u>	(State if wedges removed) <u>--</u>
Frames <u>"</u>	Windlass <u>"</u>	Caulking ditto <u>--</u>	Sails <u>--</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>--</u>	Equipment letter <u>2</u>
Longitudinals <u>--</u>	Have Sluice Valves now been examined and found efficient? <u>--</u>	Breasthooks & Stemson ditto <u>--</u>	Anchors, No. of <u>3B. 1S. 1K.</u>
Transverses <u>--</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto <u>--</u>	Cables (State if now ranged) <u>Yes</u>
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>--</u>	" length <u>270 fms.</u> size <u>2-3/16"</u>
Keelsons <u>--</u>		Ditto ditto at other places ditto <u>--</u>	" Rule length <u>270 fms.</u> size <u>2"</u>
Stringers <u>--</u>		Stringers, Clamps & Shelves ditto <u>--</u>	Hawser & Warps <u>Good</u>
Inner Bottom Plating <u>Good</u>		Salting ditto <u>--</u>	Standing and Running Rigging <u>"</u>

### 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 ptdN24, &c."

This vessel is in good condition and eligible in our opinion to be continued as classed and to have the notation S.S.Kob.No.1-1928 with record of survey 6-28 when the Deep Tank has been tested, subject to the stern frame sole plate (E.W.repair) being specially examined at next docking.

Survey Fee (per Section 20) Yen 280:00 Fees applied for, 13/6/1928  
Special Damage or Repair Fee (if any) Yen 120.- Received by me, 19  
Travelling Expenses (if chargeable) Yen 45.-  
(Including Machinery).  
Second Surveyor's Fee (if any) £

Surveyors to Lloyd's Register of Shipping.

Committee's Minute

FRI. 3 AUG 1928

TUE. 16 JUL 1929

TUE. 19 FEB 1929

Character Assigned

Under 100

Deferred for Comp. No. 1 + d.M.C. 6.28

Lloyd's Register Foundation

a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, vents with coamings, 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.

To complete S.S.No.1:-

Deep tank to be tested. The owners supt. states that this tank will be tested after next voyage about September of this year.

S.R.L.:- The stern frame soleplate in way of E.W.repairs at its port side was specially examined - two small flaws were cut out and the cavities built up by elec. welding - see Repairs.

The Rudder main piece was specially examined at the old Electric welds and found in good condition. See also note under alterations:-

ALTERATIONS:-

The stern frame propeller post and rudder post have now been fitted with guide vanes and the old Rudder has been fitted with cover plates etc. as shown in the accompanying blue print.

As the electric welded parts of the Cast Steel Rudder frame are now covered up permanently by these plates, the owners superintendent requested that the special examination of these welds be omitted.

These flaws were first reported in March 1925 in Kobe Report No. 4815 and are shown in a blue print sketch accompanying that report.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors #, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: 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.

As stated above these elec.welds were found in good condition and it is submitted that the owners request receive the favourable consideration of the Committee.

REPAIRS DUE TO DAMAGE:- All as detailed in attached copy of Damage Report dated Kobe 11 June 1928.

REPAIRS DUE TO WEAR AND TEAR:-

A forged steel rudder tiller as per accompanying approved sketch and Kobe forging Certificates Nos.1381 & 1382. fitted in place of the old Cast Steel Tiller which was found cracked at root.

At aft end of after hold in way of No.6 d.b.tank:-

P.T.O.

Six vertical angles (3 Port and 3 starboard) between margin plate and tank side brackets - renewed.

No.6 d.b.tank was tested after repair by head of water as per rule and found tight.

On stern frame sole plate below propeller post, small flaws cut out on P & S sides and cavities built up by electric welding by Quasi arc system. See attached sketch.

PLANS ENCLOSED:-

Sketch of new F.S. Tiller.

Sketch of stern frame elec. welding repairs.

Four (4) plans of alterations to stern frame and rudder.

Dwg. No.1 Guide Rudder and aft blades.

" No.2 Centre pieces.

" No.3 Forward blades.

" No.7 General arrangement of contra propeller.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.