

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 Reg. Book. 16842 Survey held at Kobe. Date, First Survey 28/5/28 Last Survey 9/6/1928.
 (No. of Visits Eight.)

65897 16842 on the Kobe Maru Steel SINGLE SCREW STEAMER "BORDEAUX MARU"
 TONNAGE: Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1923 MONTH 12
 GROSS 6567 Owners Kawasaki Dockyard Co. Ltd. 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 ft. inc.

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, F.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 Faired or Repaired	1	7	7	7	7	7	7	7
Faired 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 feet) <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 Cen.</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
Breasthooks <u>"</u>	(State which.) <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>from aloft</u>
Transoms <u>"</u>	Rudder <u>"</u>	Planing of Wood Vessels <u>--</u>	(State if wedges removed) <u>--</u>
Frames <u>"</u>	Steering gear and its connections <u>"</u>	Caulking ditto <u>--</u>	Sails <u>--</u>
Reverse Frames <u>"</u>	Windlass <u>"</u>	Tree rails ditto <u>--</u>	Equipment letter <u>2</u>
Longitudinals <u>--</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>--</u>	Anchors, No. of <u>3B. 1S. 1K.</u>
Transverses <u>--</u>	Have Sluice Valves now been examined and found efficient? <u>--</u>	Transoms, Pointers, & Crutches ditto <u>--</u>	Cables (State if now ranged) <u>Yes</u>
Floors <u>Good</u>	Have Watertight Doors now 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>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Ditto ditto at other places ditto <u>--</u>	" Rule length <u>270 fms.</u> size <u>2 1/2"</u>
Stringers <u>--</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Stringers, Clamps & Shells ditto <u>--</u>	Hawser & Warps <u>Good</u>
Inner Bottom Plating <u>Good</u>	and found efficient? <u>Yes</u>	Salting ditto <u>--</u>	Standing and Running Rigging <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 ptND24, &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

Special Damage or Repair Fee (if any) Yen 120.-

Travelling Expenses (if chargeable) Yen 45.-

(Including Machinery). Second Surveyor's Fee (if any) £

Fees applied for, 13/6/1928

Received by me, 19

Surveyors to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Deferred for

Comp. No. 1

+ d.M.C. 6.28

