

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report: 27/5/1938 When handed in at Local Office: 28/5/1938 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 30/4/38 Last Survey 18/5/1938.
Reg. Book. 36391 on the Wood, Iron or Steel S/S "SEIKAI MARU" (EX "WEN YUAN") (No. of Visits Five.)

TONNAGE: Built at Sunderland. By whom J. Priestman & Co. When 1919 7
GROSS 3108 Owners Saitama Shoji Kabushiki Kaisha. Owners' Address 4 Chome, Nishi-ku, Osaka.
UNDER DECK 5208 M³ Managers Port belonging to Osaka
NET 1838

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

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER. R for Special Survey Date of last Survey and of Periodical Surveys.	MACHINERY AND BOILER SURVEYS (including date of N.B., if any).
*100A1 - 6.37	*LMC 6.37 TS (CL) 6.37

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. 10174 Port Kobe

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

Was a damage report made by anyone else? If so, by whom
FLATING is to be done when vessel next special survey is due.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY & SRL

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

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces, windlass, steering engine and connections and general equipment examined and found or now placed in good condition.

Plating in way of ash shoot examined and found in good condition.

S.R.L.:— Stern frame E.W. repair 6.37 at scarp specially examined and found efficient, but recommended same to be examined at next dry docking.

REPAIRS DUE TO WEAR AND TEAR:—

3 shell plates, port side, in way of No.1 Hold - renewed. (P.T.O.).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Replaced								
Faired or Replaced in place								

PRESENT CONDITION OF THE

Decks Good	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks "	State if Tanks now tested Yes. As/Rpt.	Dbing. Plates under Sounding Pipes	(State if on Felt).
Coamings "	Bulkheads Good	Engine Room Skylights Good	When put on, Month Year
Beams & Fastenings --	Ceiling "	Coal Bunkers, Open'gs, Lids, &c.	Boats Good
Outside Plating Good	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c. "
" " in way of sidelights --	Rudder Good	Scuppers Good	Condition, how ascertained From deck.
Breasthooks --	Steering gear and its connections "	Cargo Hatchways "	(State if wedges removed) --
Transoms --	Windlass "	Hatches "	Sails --
Frames Good	Have pumps now been examined and found efficient?	Planking of Wood Vessels --	Equipment letter " ✓
Reverse Frames "	Have Sluice Valves now been examined and found efficient?	Caulking ditto --	Anchors, No. of 3B. 1S. 1K. ✓
Longitudinals --	Have Watertight Doors now been examined and found efficient?	Treenails ditto --	Chain Locker --
Transverses --	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems ditto --	Cables (State if now ranged) No
Floors --		Transoms Pointers, & Crutches ditto --	" length stated complete.
Keelsons --		Timbers of Frame at openings ditto --	" (on board) mean diam.
Stringers --		Ditto Ditto at other places ditto --	" Rule length size
Inner Bottom Plating --		Stringers, Clamps & Shells ditto --	Hawser & Warps --
		Salting ditto --	Standing and Running Rigging --
		(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 pLND24, &c."

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 5.38, subject to stern frame (E.W. repairs at scarp) being examined at next dry docking.

Survey Fee (per Section 29) Yen 85:00 : Fees applied for, 20/5/1938
Special Damage or Repair Fee (if any) (per Sec. 29) £ -- : Received by me, 19
Travelling Expenses (if chargeable) Yen 30:00 :
(Including Machinery).
Second Surveyor's Fee (if any) £ :

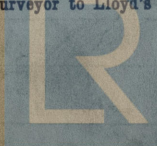
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 12 JUL 1938

100/1 subject
Cargo bath not fitted
+ dumb 5.38



Lloyd's Register
Foundation

008608-008617-0261

Repairs tested on completion and proved tight.

This vessel has now been imported.

Owners. Sakamoto Shoji Kabushiki Kaisha.

Under deck tonnage. 5208 cubic meter.

The provisional freeboard certificate will be sent herewith for cancellation.

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

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 THIS MARGIN.