

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Dec. 25th 1925 When handed in at Local Office Osaka Port of KOBE.No. in Reg. Book. 41119 Survey held at Osaka Date, First Survey 12/12/25. Last Survey 16/12/25. 19Tonnage: 1851 Gross 1705 Under Dk. 1119 Net 1119 Built at Osaka By whom Osaka Iron Works, Ltd. When 1925 Owners Kaijima Owners' Address Shimonoseki. Managers Shoggo K.K. Port belonging to Shimonoseki.Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Sakurajima Dock. Destined Voyage WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).total capacity tons. FPT tons; APT tons; MT feet tons. X.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. 4985 Port KOB

(Periodical Surveys, when held, must be reported in detail and verbatim 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 not verified. painted on Ship and now verified CL

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been sustained through grounding at Wakamatsu on the 28th November 1925 when leaving latter port for Nagoya. For further particulars see Kobe Damage Reports dated 14th and 17th December 1925.

NOW DONE:-

Vessel placed in dry dock. Hull, bottom, rudder, stern frame & stem cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches & supports, vents & coamings, and equipment generally examined and found in good condition.

Ash shoots and plating in way of same same specially examined and found in good condition.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:	Mayin brackets	Mayin plates	W. angles
Renewed	3	2							7		2
Removed and Fair'd or Repaired	3	5								2	
Fair'd or Repaired in place											

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>Good</u>	Dblg. Plates under Sounding Pipes <u>-</u>	Copper, or Y.M. of Wood Vessels <u>-</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>-</u>	Engine Room Skylights <u>Good</u>	(State if on Felt.)
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>-</u>
Outside Plating <u>"</u>	Cement or Asphalt (State which) <u>Good</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>Good</u>
Breasthooks <u>"</u>	Rudder <u>Good</u>	Hatches <u>"</u>	Condition, how ascertained <u>from deck</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>"</u>	(State if redges 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>"</u>	Treenails ditto <u>"</u>	Equipment letter <u>-</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Breasthooks & Stems ditto <u>"</u>	Anchors, No. of <u>3B. 1S. 1K.</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>	Transoms, Pointers, & Crutches ditto <u>"</u>	Cables (State if now ranged) <u>-</u>
Floors <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>"</u>	" length <u>stated complete.</u>
Keelsons <u>"</u>		Ditto ditto at other places ditto <u>"</u>	" Rule length <u>size</u>
Stringers <u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	Hawser & Warps <u>Good</u>
Inner Bottom Plating <u>"</u>		Salting (State if examined) ditto <u>"</u>	Standing & 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 ptND24, &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 12-25.

Survey Fee (per Section 29) <u>100.00</u>	Fees applied for, <u>17/12/1925.</u>
Special Damage or Repair Fee (if any) <u>12.00</u>	Received by me, <u>19.</u>
Travelling Expenses (if chargeable) <u>12.00</u>	
Second Surveyor's Fee (if any) <u>12.00</u>	

Committee's Minute

FRI, 5 FEB 1926

Character Assigned

Cargo ballast not filled

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

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F. 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.

C4, 5 & 6 (from forward) removed, faired and refitted.

No.1 Hold Starbd. side

2 BA frames removed, faired and refitted.

2 " " faired in place.

4 brackets removed, faired and refitted.

No.1 Tank Starbd.side

1 margin plate for 4 frame space faired in place.

1 " angle about 13'0" long renewed.

No.2 Hold Starbd.side

3 frames faired in place.

3 ^{Marque} brackets removed, faired & refitted.

No. 2 Tank Starbd. side

1 margin plate for 3 frame space faired in place.

1 " angle about 10'0" long renewed.

Nos.1 & 2 tanks in way of repairs water tested and found tight.

Shell plating in way of repairs hose tested and found tight.

Y. J.

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

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.			
.....	1st Bower ..															
.....	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.

[illegible]