

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26-11-26 When handed in at Local Office 26-11-26 Port of YOKOHAMA
No. in Survey held at YOKOHAMA Date, First Survey 27-10-26 Last Survey 20-11-26
Reg. Book. 69115 on the Wood, Iron or Steel SC. IR ENGLAND MARU (No. of Visits 5)

TONNAGE:— Built at KOBE By whom KAWASAKI DK Y.C. L. When 1919 MONTH 11
GROSS 5865 Owners KOKUSAI KISEN KAISHA Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DE. 5590 Managers (if not already recorded in Appendix to Register Book).
NET 4263 Port belonging to KOBE

Surveyed Afloat or in Dry Dock? DRY DK Name of Dock ASANO Destined Voyage
WB=CellDBorDBa 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. 26579 Port N Yk

(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 } 9 ft. 3 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & PART N° 2 SPECIAL SURVEY

Damage stated to have been sustained on 14th Oct. by vessel grounding during foggy weather at entrance to Tokyo Bay.

NOW DONE. New rudder main piece as per enclosed approved plan fitted. Rudder certificate No 1029 & 1030 also enclosed herewith.

Bulk plate of bilge keel port side for 35 feet removed faired and refitted, and 35 feet faired in place. All new and disturbed work recoated.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								MAIN RUDDER POST ARMS & PLATE
Removed and Faired or Repaired ...								35 FT. BILGE KEEL BULK PLATE
Faired or Repaired in place ...								D° D°

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper or Y.M. of Wood Vessels
Decks <u>GOOD</u>	<u>AS ABOVE</u>	<u>GOOD</u>	(State if on Bolt.)
Caulking of Decks <u>"</u>	<u>AS ABOVE</u>	<u>"</u>	When put on, Month <u>"</u> Year <u>"</u>
Coamings <u>"</u>	<u>GOOD</u>	<u>"</u>	Boats <u>GOOD</u>
Beams & Fastenings <u>"</u>	<u>CEN.</u>	<u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>GOOD</u>	<u>GOOD</u>	<u>"</u>	Condition, how ascertained <u>FROM DK</u>
Breasthooks <u>"</u>	<u>GOOD</u>	<u>"</u>	(State if wedges removed) <u>"</u>
Transoms <u>"</u>	<u>"</u>	<u>"</u>	Sails <u>"</u>
Frames <u>"</u>	<u>"</u>	<u>"</u>	Equipment letter <u>"</u>
Reverse Frames <u>"</u>	<u>"</u>	<u>"</u>	Anchors, No. of <u>38 15 1K</u>
Longitudinals <u>"</u>	<u>"</u>	<u>"</u>	Cables (State if now ranged) <u>YES</u>
Transverses <u>"</u>	<u>"</u>	<u>"</u>	" length <u>270 FMS</u> size <u>2 1/2</u>
Floors <u>GOOD</u>	<u>"</u>	<u>"</u>	" (on board) <u>270 FMS</u> size <u>2 1/2</u>
Keelsons <u>"</u>	<u>YES</u>	<u>"</u>	" Rule length <u>270 FMS</u> size <u>2 1/2</u>
Stringers <u>"</u>	<u>YES</u>	<u>"</u>	Hawser & Warps <u>GOOD</u>
Inner Bottom Plating <u>GOOD</u>	<u>YES</u>	<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 is in a good and efficient condition and eligible in my opinion to be continued as classed reg. +100 A.I. running dk with freeboard with fresh record of survey 11-26 and notation of SS No. 2 when survey is completed.

Survey Fee (per Section 20) <u>PART N° 2 SS</u> <u>YEN 200</u>	Fees applied for, <u>22-11-1926</u>
Special Damage or Repair Fee (if any) <u>YEN 100</u>	Received by me, <u>8-12-1926</u>
Travelling Expenses (if chargeable) <u>YEN 10</u>	
Second Surveyor's Fee (if any) <u>"</u>	

Committee's Minute TUES. 11 JAN 1927
Character Assigned 100 A.I. Subject
note Ann. dk. with
fitted for al fuel
+ Amb 11.26

Surveyor to Lloyd's Register of Shipping.
FRI. 9 SEP 1927 FRI. 30 NOV 1928
TUE. 15 APR 1930 TUE. 4 DEC 1928
FRI. 23 MAR 1928
TUES. 19 JUN 1928 TUE. 29 OCT 1929
TUE. 18 JUN 1929

Fore peak tank, aft peak tank and No 3 double bottom tank examined internally, now placed in good condition, afterwards recoated and tested with a head of water as required by the Rules and found tight. All peak spaces above fore and aft peak tanks, examined, and found in good condition. Port and Starboard side bunkers examined, placed in good condition and recoated. Watertight doors (3 in number) examined and found satisfactory. Freeboard verified.

ADDITIONAL CONSTRUCTION A steel bulwark 15 feet long x 3 ft. deep fitted at fore end of curving deck, port and starboard sides, with efficient stays.

SPECIAL REASONS LIST. The repairs to Tom
frame were specially examined and

ANCHORS.

[illegible]

CHAIN CABLES.

[illegible]

found catifactory.