

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23/9/26 When handed in at Local Office 1926 Port of Kobe.
 No. in Reg. Book 82666 Survey held at Osaka. Date, First Survey 11/9/26 Last Survey 12/9/1926
 (No. of Visits TWO)
 on the ~~Wood Iron or Steel~~ STEEL SCREW STEELER "SEIRYU MARU".

TONNAGE:— Built at Innoshima. By whom Osaka Iron Works Ltd. When 1926 YEAR. MONTH. 3
 GROSS 1896 Owners Kita Nippon Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK. 1602 Managers (if not already recorded in Appendix to Register Book) Port belonging to Nishinomiya.
 NET 1167

Surveyed Afloat or in Dry Dock? dry dk. Name of Dock Murao 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. }

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. 5204 Port KOB

| CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys. | Year Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|----------------------------|--|
| *100A1 | 3,26 | *LMC 3,26 TS(CL) |

(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 See Note. painted on Ship and now verified ins.
 Was a damage report made by anyone else? If so, by whom? --

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused by colliding with buoy in Moji Harbour on the 14th June 1926, when leaving the port for Hakodate. For further particulars see Kobe Damage Report dated 15th September 1926.

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

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

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

REPAIRS DUE TO DAMAGE:—

Shell Plating port side:—

3 plates in A, B & C strakes at No.2 tank aft - faired in place. P.T.O.

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames (Longitudinal) | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|-----------------------|------------|---------|--------|--------------|-------------|-------------------|
| Renewed | | | | | | | | <u>Bilge Keel</u> |
| Removed and Faired or Repaired | | | | | | | | <u>2 (port)</u> |
| Faired or Repaired in place | <u>9</u> | <u>2</u> | | | | | | |

PRESENT CONDITION OF THE

| | | | |
|--------------------------------|--|--|--|
| Decks <u>Good.</u> | State if Tanks have been examined inside <u>No.</u> | Dblng. Plates under Sounding Pipes <u>--</u> | Copper, or I.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 Feet.) |
| 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 (State which.) <u>Good</u> | Cargo Hatchways <u>Good</u> | Masts, Yards, &c. <u>Good</u> |
| Breasthooks <u>--</u> | Rudder <u>"</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 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>--</u> | Treenails ditto <u>--</u> | Equipment letter <u>9</u> |
| Longitudinals <u>--</u> | Have Sluice Valves now been examined and found efficient? <u>--</u> | Breasthooks & Stenson ditto <u>--</u> | Anchors, No. of <u>3B. 1S.</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>Stated complete.</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>240 fms</u> size <u>1-11/16"</u> |
| Keelsons <u>--</u> | | Ditto ditto at other places ditto <u>--</u> | " Rule length <u>240 fms</u> size <u>1-11/16"</u> |
| Stringers <u>--</u> | | Stringers, Clamps & Shelves ditto <u>--</u> | Hawser & Warps <u>--</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 pIND24, &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 9-26.

| | |
|--|------------------------------------|
| Survey Fee (per Section 20) £ <u>--</u> | Fees applied for, <u>15/9/1926</u> |
| Special Damage or Repair Fee (if any) (per Sec. 20) <u>Men 75:00</u> | Received by me, <u>10</u> |
| Travelling Expenses (if chargeable) <u>Men 9:00</u> | |
| Second Surveyor's Fee (if any) £ <u>--</u> | |

Asst. Surveyor to Lloyd's Register of Shipping.

Committee's Minute/
Character Assigned

FRI. 5 NOV 1926



