

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26-2-1938 When handed in at Local Office 26/2/1938 Port of YOKOHAMA

No. in Reg. Book 25050 on the Wood, Iron or Steel S.S. "FRANCE MARU" Date, First Survey 19-2 Last Survey 23-2-1938 (No. of Visits two)

Built at Kobe By whom Kawasaki Dockyard Co. Ltd When 1919-11

Owners Kokusai Kisen K.K. Owners' Address (if not already recorded in Appendix to Register Book)

Managers Port belonging to KOBE.

TONNAGE: GROSS 5828 UNDER DK. 5590 NET 424

Surveyed Afloat or in Dry Dock? afloat Name of Dock Osano dock Destined Voyage

WB=Cell/Dor/Dba 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. 2323 Port Nag

(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 Yes, accepted.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repairs, stated to have been caused through collision with the vessel SS "YUSEI MARU", on the 18th February 1938 at Tokyo.

The following recommendations were made and completely carried out to my satisfaction.

Damage on port side bow plating, numbered from aft.

Shell plate no. 18 in J strake, renewed.

Shell plates no. 18 in H strake and no. 18 in L strake, faired in place.

Fore peak tank top stringer plate, faired in place.

Tank top stringer angle, partly renewed.

One main frame, faired in place.

Side bracket, removed, faired & refitted.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	one							
Removed and Faired or Repaired								
Faired or Repaired in place	2	one						

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (state if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dbng. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Scuppers	Equipment letter
Breasthooks	Steering gear and its connections	Cargo Chutes	Anchors, No. of
Transoms	Windlass	Hatches	Chain Locker
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking	" length (on board) mean diam.
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails	" Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Hawser & Warps
Floors		Transoms Pointers, & Crutches	Standing and Running Rigging
Keelsons		Timbers of Frame at openings	
Stringers		Ditto Ditto at other places	
Inner Bottom Plating		Stringers, Clamps & Shells	
		Salting (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, and the notations of ss No. 1-24 and ptd24, &c."

This vessel is in good condition and eligible in my opinion to remain as classed without fresh record of survey, subject to windlass cylinder being renewed at Owner's convenience.

Survey Fee (per Section 29)	£	Fees applied for, 25-2-1938
Special Damage or Repair Fee (if any) (per Sec. 29)	£60=	Received by me, 19
Travelling Expenses (if chargeable)	£5=	
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping.

Signature: K. Ishigami

Stamp: FRI. 8 APR 1938

Text: As now Subject

28 MAR 1938



