

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26-2-38 When handed in at Local Office 26/2/38 Port of YOKOHAMANo. in Reg. Book. Survey held at YOKOHAMA Date, First Survey 19-2 Last Survey 23-2-1938 (No. of Visits two)25050 on the Wood, Iron or Steel S.S. "FRANCE MARU" YEAR. MONTH. 1919-11TONNAGE:— Built at Kobe By whom Kawasaki Dockyard Co. Ltd Owners' Address Kobe
GROSS 5828 Owners Kokusai Kisen K.K. (if not already recorded in Appendix to Register Book).
UNDER DK. 5590 Managers Kobe Port belonging to Kobe
NET 4241Surveyed Afloat or in Dry Dock? afloat Name of Dock Osano dock Destined VoyageWB=CellD BorDBa feet; uE&B feet; f feet
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

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

CHARACTER. X for Special Survey. Date of last survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler surveys (including date of N.B., if any).
+100A1 <u>Awake</u> <u>with fuel</u> <u>5-37.</u>		+LHC 5-37 <u>TS (04) 5-37.</u>
<u>SS Kobe No 3-2st</u>		
<u>SS Nag. No. 3-4.36</u>		
<u>Fitted oil fuel 5.23 F. P above</u> <u>150°F.</u>		

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
Caulking of Decks	State if Tanks now tested	Dblg. Plates under Sounding Pipes	(State if on Felt).
Coamings	Bulkheads	Engine Room Skylights	When put on, Month Year
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
" " in way of sidelights	Rudder	Scuppers	Condition, how ascertained
Breasthooks	Steering gear and its connections	Cargo holdways	(State if wedges removed)
Transoms	Windlass	Hatches	Sails
Frames	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	Anchor, No. of
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 & Stemson ditto	Cables (State if now ranged)
Floors		Transoms Pointers, & Crutches ditto	" length mean diamr.
Keelsons		Timbers of Frame at openings ditto	(on board)
Stringers		Ditto Ditto at other places ditto	" Rule length size
Inner Bottom Plating		Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting (State if examined.) ditto	Standing and Running Rigging

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, 2, 4, and the notations of ss No. 1-24 and ptd 24, &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) £ 60 =
Special Damage or Repair Fee (if any) £ 5 =
Travelling Expenses (if chargeable) £ 5 =
Second Surveyor's Fee (if any) £ 2 =Fees applied for, 25-2-1938Received by me, 19

Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register
Foundation

FRI. 8 APR 1938

As now
Subject

SS "FRANCE MARU"

Painting bracket, party renewed.

Breast hook partly renewed with shell angle
The shell is t^ry b^et t^ry

The shell plating loose tested, fore peak tanks top in way of the repairs tested and recoated.

S.R.L.:—The Owner states that the new windlass cylinder has been already carried on board and ready for replacing at the convenient opportunity.

7/11

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

ANCHORS.

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.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated what

If Patent state name of Patentee.

If Stockies, state Mechanical Tests

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.