

# REPORT of SURVEY for REPAIRS, &C.

Date of writing Report 30/4/1941 which handed in at Local Office 30 April 1941 Port of Kobe.

No. in Reg. Book Survey held at Osaka. Date, First Survey 26/3/41 Last Survey 22/4/1941

69185 on the Wood Iron or Steel T.S.S. "AFRICA MARU".

TONNAGE:- Built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1918 3

GROSS 9476 Owners Osaka Syosen Kabushiki Kaisya. Owners' Address

UNDER DK. 8797 Managers Port belonging to Osaka.

NET 5941 Surveyed Afloat or in Dry Dock? Both Name of Dock Sakurajima Dock. Destined Voyage

WB=Cell DBor DBa feet; uE&B feet; f feet total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER. No. for Special Survey, Date of Last Survey and of Periodical Surveys.	Year Assigned for Survey.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A 5,40 Shelter dk with freeboard.		*LMC 5,40 *Lloyd's RMC TS (CL) S 4,40 P 3,38
Fitted for oil fuel F.P. above 150°F.		3,24
ssKob. No. 3-9, 30.		
ssKob. No. 2-38.		

Last Report, No. 11493 Port Kobe

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY

NOW DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, found in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces, windlass and steering gears and equipment generally examined and found in good condition. Cables ranged and found in order.

REPAIRS DUE TO WEAR AND TEAR:-

Minor repairs carried out.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Plating	Good	State if Tanks have been examined inside	--	Air and Sounding Pipes	--	Copper, or Y.M. of Wood Vessels (State if on Spl.)	--
Planking of Decks	"	State if Tanks now tested	--	Dbing. Plates under Sounding Pipes	--	When put on, Month	--
Stowings	"	Bulkheads	Good	Engine Room Skylights	Good	Year	--
Rings & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	--	Boats	Good
Inside Plating	"	Cement or Asphalt (State which.)	--	Oil Bunkers	--	Masts, Yards, &c.	"
" in way of sidelights	--	Rudder	Good	Scuppers	Good	Condition, how ascertained	From deck.
Stanchions	--	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	--
Transoms	--	Windlass	"	Hatches	"	Sails	--
Frames	Good	Have pumps now been examined and found efficient?	--	Planking of Wood Vessels	--	Equipment letter	d
Transverse Frames	"	Have Sluice Valves now been examined and found efficient?	--	Caulking	ditto	Anchors, No. of	3B. 1S. 1K.
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?	Yes.	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes.
Stringers	--			Transoms Pointers, & Crutches	ditto	" length (on board) mean diam.	300 fms. 2-6/16"
Bottom Plating	--			Timbers of Frame at openings	ditto	" Rule length (on board) size	300 fms. 2-8/16"
				Ditto Ditto at other places	ditto	Hawser & Warps	--
				Stringers, Clamps & Sheifs	ditto	Standing and Running Rigging	--
				Salting (State if examined.)	ditto		

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.

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 4,41.

Survey Fee (per Section 29)	Yen 115:00	Fees applied for, 23/4/1941
Special Damage or Repair Fee (if any) (per Sec. 29)	0	Received by me, 19
Travelling Expenses (if chargeable) (Including Machinery)	Yen 24:00	
Second Surveyor's Fee (if any)	0	

TUE. 29 JUL 1941

TUE. 5 MAY 1942

Committee's Minute  
Character Assigned  
Shell dk. afft  
Fitt. for oil fuel  
+ dmb

K. Sawada  
Surveyor to Lloyd's Register of Shipping.

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

005635-005643-0232