

14 AUG 1931

No. 7436

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27/7/31. When handed in at Local Office 28-7-31 Port of Kobe.

No. in Survey held at Kobe. Date, First Survey 30/6/31 Last Survey 14/7/1931.
Reg. Book. (No. of Visits Eight.)63278 on the ~~Wood, Iron or Steel~~ TWIN SCREW STEAMER "AFRICA MARU".

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

GROSS 9414 Owners Osaka Shosen Kabushiki Kaisha. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 8797 Managers Port belonging to Osaka.

NET 5935

Surveyed Afloat or in Dry Dock? Both. Name of Dock Mitsubishi. Destined Voyage

WB=CellDBorDBa feet; u&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. 2899 Port Ver.

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY No. 3, and S.R.L.

NOW DONE:—vessel placed in dry dock. Hull, bottom, rudder, stern frame, propeller brackets, and stem, cleaned, examined and found in good condition, afterwards recoated.

Holds and tween deck spaces all ceiling, except No. 1 hold lifted as required by rules, all steel work throughout the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Ash shoots, and plating under same examined and found in good condition.

Nos. 2, 3, 4, 5, 6, 7, & 8 Double bottom tanks, cross oil deep tank examined internally, found in good condition, afterwards recoated, and Nos. 2, 3, 4, 5, 6, 7 & 8 double bottom tanks, cross oil and cargo oil deep tank and art peak tank tested with a head of water or oil as required by the rules and found tight. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
cks Good	Yes	Good	(State if on Felt)
walking of Decks "	Yes	"	When put on, Month Year
amings "	Good	"	Boats Good
ams & Fastenings "	"	"	Masts, Yards, &c. "
tside Plating "	"	"	Condition, how ascertained From deck.
asthooks "	Good	"	(State if wedges removed)
ansoms "	"	"	Sails. "
ames Good	"	"	Equipment letter d+
erse Frames "	"	"	Anchors, No. of 3B. 1S. 1K.
igitudinals "	"	"	Cables (State if now ranged) Yes
nsverses Good	"	"	300 fms. 2-7/16"
rs "	"	"	" length (on board) size 2-5/16"
sons "	"	"	" Rule length 300 fms. 2-1/2"
ngers Good	"	"	Hawser & Warps Good
r Bottom Plating "	"	"	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 1,24," 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 good condition and eligible in my opinion to be continued as classed with fresh record of survey 7,31 and the notation S.S.No.3-9,30.

Survey Fee (per Section 29) yen 280:00
Alterations, etc. yen 50:00
Issuing S.T. cert. yen 10:00
Travelling Expenses (if chargeable) yen 55:00
(including Machinery).
Second Surveyor's Fee (if any)

Fees applied for, 22/28/7/19 31.

Received by me.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

CERTIFICATE WRITTEN

Lloyd's Register Foundation

Freeboard verified.

the whole of the rules requirements for S.S.No.3 have now been complied with

REPAIRS DUE TO WEAR AND TEAR:-

Cross bunker afterward bracket angles 2 in number renewed.

screen bulkhead lower part under platform between engine and boiler space renewed. Port side bunker casing plate at bottom partly renewed. Ventilators 3 in

number renewed, and 12 in number repaired. 100 hatch boards renewed.

Wood planks on weather deck about 300 feet renewed.

Starboard bow shell plates Nos.2 & 3 in E strake indented, - faired in pl

ALTERATIONS: -

No.4 hatch 3rd. deck insulated cargo chambers now altered to the ordinary cargo space. The insulated cargo space now reduced to the capacity of 10,949 cub.f

The alterations have been carried out as follows:-

All insulations and brine piping and chamber divisions and trunk walls of t
No.4 hatch 3rd. deck insulated cargo chambers removed and pillars and girders with st
brackets at top and bottom fitted at the hatch sides.

NOTE:- The Approved plan of these alterations is attached hereto, but as it was not submitted until after the work was finished the amendments have not been incorporated and the Owners' request that this further work be postponed until her return to Japan

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

in about four months as she is urgently required. As the amendments are of minor importance this may be agreed to.

7K