

COPY

Lloyd's Register of Shipping.



Port Kobe.

22nd March, 1941.

CONTINUATION OF KOBE DAMAGE REPORT dated 28th September, 1940.

This is to Certify that

M. Takedaya & F. Ibuka,

the undersigned Surveyor to this Society did at the request of Messrs. Osaka Special Kaisha, Ltd., survey the T.S.S. "ARABIA MARY", 3480 tons gross, of Osaka, on the 3rd March, 1941 and subsequently, whilst the vessel lay afloat at The Osaka Iron Works, Sakurajima Yard, Osaka, for the purpose of ascertaining the nature and extent of damage stated to have been caused by striking No. 3 Pier at Kobe on the 25th September 1940, whilst coming into the port from Osaka.

For further particulars see Log Books and Kobe Damage Report dated 28th September, 1940.

The undersigned upon examination,

FOUND

RECOMMENDED

The damage is confined, port side, in way of No. 1 Hold Forward.

Shell plating:-

No. 4 plate in the strake 5th below shelter deck sheer strake, indented.

To be removed, faired and refitted.

No. 4 & 5 plates in the strake 6th below shelter deck sheer strake, indented.

To be cropped and partly renewed.

Frames etc:-

3 main frames (B.A.) in way of the above, buckled.

To be removed, faired and refitted.

(continued).

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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C.S.S. "ARABIA 4400",

Kobe, 22nd March, 1941.

FINDS

RECOMMENDATIONS

2 main frames (B.A.) in way, slightly buckled.

To be faired in place.

2 - 3rd deck beams in way, slightly bent at the other end.

To be faired in place.

1 - 3rd deck stringer plate, set up at the side.

To be cropped and partly renewed.

1 deck stringer angle in way, buckled.

To be cropped and partly renewed.

4 shell angles in way, badly buckled.

To be renewed.

It is further recommended that all removals for access be replaced in good order, all disturbed work be reworked where necessary and the shell plating in way of the damage be hose tested on completion of the repairs and proven tight.

The foregoing recommendations, made in order to place the vessel in as good a condition as before the damage was sustained, have now been completed to our satisfaction.

K. Pavedaya
SURVEYORS TO LLOYD'S REGISTER.

For & Expenses as per Account.



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Lloyd's Register
Foundation

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