

Date of writing Report 9/4/41 When handed in at Local Office 11th Apr. 1941 Port of Kobe.
No. in Reg. Book. Survey held at Osaka. Date, First Survey 3/3/41 Last Survey 11/3/1941.
(No. of Visits Two.)

No. in Reg. Book. 69847 Survey held at Osaka. Date, First Survey 3/3/41 Last Survey 11/3/1941.
(No. of Visits Two.)
on the ~~Wakayama~~ Steel T.S.S. "ARABIA MARU".

TONNAGE:—		Built at	Nagasaki.	By whom	Mitsubishi Zosen K.K.	When	1918	5
GROSS	9480	Owners	Osaka Syosen Kabusiki Kaisha.	Owners' Address	(if not already recorded in Appendix to Register Book.)			
UNDER DECK	8797	Managers		Port belonging to	Osaka.			
NET	5790							

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

<i>B</i> =Cell DBorDBa	feet; <i>uE</i> & <i>B</i>	feet; <i>f</i>	feet	Particulars of Classification (which must be inserted <u>precisely</u> as in Register Book & Supplements)
tal capacity	tons; <i>FPT</i>	tons; <i>APT</i>	tons; <i>MT</i>	

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11604 Port Kof

Periodical Surveys, when held, must be reported in detail and serialim 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.

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? Rpt. dated 28/9/40

REPAIRS, OR EXAMINATION AS PER RULE, FOR REPAIR OF DAMAGE (S.R.L.), stated to have been caused by the vessel striking No.3 Pier at Kobe on the 25th September, 1940, whilst coming into the port from Osaka. For further particulars please see Kobe Damage Reports dated 28th September, 1940 and 22nd March, 1941.

NOW DONE:- Vessel examined afloat.

REPAIRS DUE TO DAMAGE:- (Damage is confined to Port Side, in way of No.1 Hold Forward).

Shell Plating:-

No.4 plate in the strake 5th below shelter deck sheer strake - removed, faired & refitted.

Nos.4 & 5 plates in the strake 6th below shelter deck sheer strake - cropped & part renewed.
(P.T.O.).

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed	1	--	--	--	--	--	--	
Removed and Fair'd or Repaired	2	3	--	--	--	--	--	As per Report.
Fair'd or Repaired in place	--	2	--	--	3	--	--	

PRESENT CONDITION OF THE

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

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 without fresh record of survey.

Survey Fee (per Section 29)	£	--	:	--	:	Fees applied for,
Special Damage or Repair Fee (if any).....	Yen	150:00	✓			22/3/1941
(per Sec. 29)						
Travelling Expenses (if chargeable)	Yen	19:00	✓			Received by me,
						19.....
Second Surveyor's Fee (if any)	£					

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned As now

Lloyd's Register
Foundation

006749-006759-0036

3-If this Report is copied by Conving Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

All removals for access replaced in good order, all disturbed work recoated where necessary and the shell plating in way of the damage - hose tested on completion of the repairs and found tight.

Minor repairs effected.

ANCHORS.

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

[illegible]