

Amount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

11.38.

2 E

Given by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "CHERIBON MARU" Rpt. Kbe. No.11166

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey ~~COMPLETION OF SPECIAL SURVEY OF ENGINES & BOILERS.~~ ~~ENGINES & BOILERS.~~ ~~FOR S.S. No. 11166~~

This Survey, due 10,39 ^{an boiler} ~~partly~~ ^{now} held ^{now}

completed, and the following repairs carried out (due to damage through grounding and subsequent flooding of machinery spaces.

- Screwshaft examined and all machinery opened out and examined.
- I.P. cylinder bored out. L.P. slide valve machined.
- All cylinder lagging renewed. Other general repairs carried out.
- Some minor wear & tear repairs effected.

It is submitted the vessel is eligible to remain as classed, with notation of L.M.C. 6,39 as recommended. S.5,39



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26.7.39

Lloyd's Register Foundation

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Condenser, pumps, piping and pumping arrangements examined and found to now placed