

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 a part of the vessel is required, the cause of failure should be stated.

Fitted for oil

150
32
7.
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Received from Chief Ship Surveyor..... 14 MAY 1941

Inspected by Chief Ship Surveyor.....

VESSEL'S NAME..... "ADEN MARU"..... Rpt. Kob No. 11735

The remarks of the Chief Ship 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.)

The 2nd S.S. No. 2, due 3.40, has been partly held.

The KOBE Surveyors now report the vessel placed in dry dock, the bottom coated, the Special Survey completed, repairs or renewals to shell plating, framing and minor repairs carried out.

It is submitted the vessel appears worthy to remain as classed with record of survey 2.41 and notation of S.S. No. 2-41.

100A1
Awning dk with fbd
2.41 Kob
S.S. Kob No. 2-41
Fitted for oil fuel etc.



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Lloyd's Register
Foundation

1007078-097087-0230

1.C.2
12.5.41

Reverse Frames.....

Longitudinals.....

Client.....

Have Sluice Valves now been examined and found

Treenails.....

Breasthooks & Stenson

ditto.....

ditto.....

anchors, No. of

Chain Locker.....