

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 17/2/41. When handed in at Local Office 22nd Feb 1941 Port of Kobe.  
 No. in Survey held at Innoshima. Date, First Survey 18/1/41 Last Survey 14/2/1941.  
 Reg. Book. 18712 on the ~~Wooden~~ Steel S/S "ADEN MARU". (No. of Visits Four.)

TONNAGE:— Built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1919  
 GROSS 5824 Owners Ono Shoji Gomei Kaisha. Owners' Address  
 UNDER DK. 5586 Managers Port belonging to Kobe.  
 NET 4195

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

WB=CelDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements)

Last Report, No. 11553 Port Kobe

(Periodical Surveys, when held, must be reported in detail and seriatim 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 --

Society's Freeboard (if assigned) as 9 ft. 1 1/2 in. painted on Ship and now verified

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

PAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY & COMPLETION OF S.S. 2nd No.2.

WORK DONE:- Vessel placed in dry dock. Hull, bottom, stern frame and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, windlass and steering gear and equipment generally examined and found or now placed in good condition.

Plating in way of ash shoots examined and found or now placed in good condition.

FOR COMPLETION OF S.S.2nd No.2:-

All tween deck spaces, fore peak, chain locker, engine and boiler space and coal bunkers cleared for survey, oxidation removed where necessary, and steel work carefully examined and found or now placed in good condition, afterwards recoated.

(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								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

  

PRESENT CONDITION OF THE	As/Rpt.
Decks Good	State if Tanks have been examined inside Yes/
Caulking of Decks "	State if Tanks now tested Yes. As/Rpt.
Coamings "	Bulkheads Good
Beams & Fastenings "	Ceiling "
Outside Plating "	Cement or Asphalt As/Rept. Good
" " in way of sidelights Good	Rudder Good
Breasthooks "	Steering gear and its connections "
Transoms "	Windlass "
Frames Good	Have pumps now been examined and found efficient? --
Reverse Frames "	Have Sluice Valves now been examined and found efficient? --
Longitudinals --	Have Watertight Doors now been examined and found efficient? --
Transverses "	Have Ventilators and their Coamings been examined and found efficient? Yes.
Floors As/Rpt. Good	
Keelsons "	
Stringers "	
Inner Bottom Plating "	

  

Air and Sounding Pipes Good, As/Rpt.	Copper, or Y.M. of Wood Vessels --
Dbing. Plates under Sounding Pipes Good, "	(State if on Felt.)
Engine Room Skylights Good	When put on, Month -- Year --
Coal Bunkers, Open'gs, Lids, &c. "	Boats Good
Oil Bunkers --	Masts, Yards, &c. "
Scuppers Good	Condition, how ascertained From deck.
Cargo Hatchways "	(State if wedges removed) --
Hatches "	Sails --
Planking of Wood Vessels --	Equipment letter y
Caulking ditto --	Anchors, No. of 3B. 1S. 1K.
Treenails ditto --	Chain Locker Good
Breasthooks & Stemson ditto --	Cables (State if now ranged) No.
Transoms Pointers, & Crutches ditto --	" length Stated complete.
Timbers of Frame at openings ditto --	" Rule length 270 fms. size 2-3/16"
Ditto Ditto at other places ditto --	Hawser & Warps Good
Stringers, Clamps & Shells ditto --	Standing and Running Rigging "
Salting ditto --	
(State if examined.)	

## General Observations, Opinion as to Class, Recommendation, &amp;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 with fresh record of survey 2,41 and the Notation S.S.Kob. 2nd No.2-41 as previously recommended.

Survey Fee (per Section 20) Yen 235:00  
 Special Damage or Repair Fee (if any) --  
 Travelling Expenses (if chargeable) Yen 82:00  
 (Including Machinery).  
 Second Surveyor's Fee (if any) --

Fees applied for, 17/2/1941  
 Received by me, 19

Surveyor to Lloyd's Register of Shipping.

FRI 16 MAY 1941

Committee's Minute

Character Assigned

TUE. 5 MAY 1942

OMIT CLASS ON RE-PRINT

007078-007087-0231



Ash shoot and plating under the same examined and found in good condition.

No.3 double bottom tank/<sup>4 fore peak tanks</sup> tested with a head of water and found or now made tight.

Freeboard verified.

NOTE:- The whole of the rules requirements for S.S. 2nd No.2 have now been complied with.

REPAIRS DUE TO WEAR AND TEAR:-

2 shell plates, F-17 on port side and H-15 on starboard side - renewed.

1 shell plate, B-3 on each port and starboard sides - part doubled.

4 margin brackets renewed and one web frame part doubled in engine room on port side.

12 angle frames (7 P & 5 S) in No.4 hold and 14 angle frames (9 P & 5 S) in No.5 hold - part renewed.

Other minor repairs carried out.

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]

R — If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.