

C O P Y

Lloyd's Register of Shipping.



Port Kobe.

1st July, 1941.

This is to Certify that

M. Kusakura,

the undersigned Surveyor to this Society did at the request of

Messrs. Hiroumi Kyosi Kaisha, Ltd., Osaka, survey the

S/S "KOSIN MARU".

5485 tons gross, of Kobe,

on the 16th June, 1941 and subsequently, whilst the vessel lay afloat and in dry dock at Harima for the purpose of ascertaining the nature and extent of damage stated to have been caused by being collided by a tug boat whilst shifting berth. (The date and place of the damage sustained are not mentioned.)

For further particulars see Log Books.

The undersigned upon examination, found the damage confined to the Starboard Side in way of No. 2 Hold.

FOUND

RECOMMENDED

(Shell plates numbered from Stern).

Shell Plates:-

One shell plate, "H-3", slightly To be faired in place, indented.

One shell plate, "G-7", indented. To be removed, faired & refitted.

One shell plate, "F-8", slightly To be faired in place, indented.

One shell plate, "E-8", slightly To be faired in place, indented.

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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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COPY

(2)

S.S. "ROBIN HART",

Kobe, 1st July, 1941.

FOUND

RECOMMENDED

Frames:-

2 Main frames, F.Nos.114 & 115,
set in.

To be cropped, removed, faired
and refitted with 4 butt straps.

2 Reverse frames for the above
main frames, indented.

To be cropped and faired in place
and connected with 2 butt straps.

2 Main frames, F.Nos.113 & 116,
slightly indented.

To be faired in place.

All removals necessary to effect the damage repairs to be
refitted in good order.

On completion of the damage repairs, the repaired shell
plating to be hose tested and repaired or disturbed parts to be
replaced as before.

The above recommendations were made in order to place the
vessel in the same good condition as before the damage sustained, and
have now been satisfactorily carried out.

A. Lamakura,

Surveyor to Lloyd's Register.

See 5 Expenses as per account.



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Foundation

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