

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. D-38895



Port Kobe

9th March, 1957.

Kobe Rpt. No. 750,000-
Survey Fee : 750,000-
Expenses : 750,000-

Total 750,000-
Applied for MAR 15 1957
Rendered to Cornes & Co.

This is to Certify that

J.R. WILSON,

the undersigned Surveyor to this Society did at the request of Messrs. Cornes & Co., Ltd., (Lloyd's Agents) as instructed by the New India Assurance Co., Ltd., (Bombay) attend on board the S.S. "JAG VIJAY", 7125 tons gross, Bombay, on the 23rd December, 1956 and subsequently whilst she lay in dry dock afloat at Mukaishima, Japan, for the purpose of examining nature and extent of repairs to damage stated to have been caused through vessel contacting mooring posts in River Hooghly on 18th October, 1956.

It was stated that a damage survey was previously held in Calcutta and permanent repairs were then deferred.

Upon examination the undersigned,

FOUND

RECOMMENDED

SHELL PLATING Port Side.
Numbers from Aft.

strake - No.1 plate set in & indented.

strake - No.7 plate indented

strake - No.7 plate set in & indented,
strake - No.7 plate set in & indented)

RUDDER etc.

rudder stock twisted. (New rudder-stock on board ship)

To be released, faired and rivets renewed as necessary.
No.7 D.B. tank in way to be hydrostatically tested on completion of repairs.
To be faired in place.

To be released, faired and rivets renewed as necessary.
Deep tank - port side in way to be hydrostatically tested on completion of repairs.

Rudder and rudder stock to be removed ashore for checking alignment. And existing stock removed.
New rudderstock to be machined to same size as existing one.
Tiller to be removed from old rudderstock.

Tiller hole to be machined to suit and fitted to new rudderstock by shrinkage.

Fee: _____ Exp: _____

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 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."

On checking alignment prior to refitting of rudder and stock

Fractures on starboard side rudder

N.B. Old rudder stock retained on board ship.

The above recommendations, including necessary removals, erection of staging, testing and cleaning and painting of new and disturbed work were made in order to place the vessel in the same good and efficient condition as obtained before the alleged casualty.

Repairs as recommended have been completed to the satisfaction of the undersigned by Messrs. Hitachi Shipbuilding & Engineering Co., Ltd. at their Mukaishima Shipyard at a cost of

Damage (A)	=	¥	183,840.00
Damage (B)	=	¥	<u>900,000.00</u>
Total		¥	1,083,840.00

The vessel was drydocked on 21st December 1956 and undocked on 15th January, 1957. Concurrent with the above repairs a Special Survey was held and it is considered that a total of 13 days could be attributed to damage repairs only.

The cost of 13 days in drydock is ¥ 764,675.

Repairs were carried out on a normal time basis.

The above are considered fair and reasonable for prevailing prices in Japan.

Repairs were commenced on 21st December, 1956 and completed on 2nd February, 1957.

Key for tiller to be renewed.
Coupling surface of rudder and new rudder stock to be machined as necessary.
6 in No. - 71mm. dia. coupling bolts and nuts to be renewed.

3 in No. Reamer bolt holes of steadying bracket (after side) to be reamed in place.

5 in No. - 72 mm. dia. reamer bolts and nuts of steadying bracket (forward side) to be renewed.

Rudder bottom pintle steel bush and 10 in No. connecting bolts to be renewed.

Lignum vitae bearing for above to be renewed.

Rudder quadrant to be removed ashore and hole machined to suit new stock.

Grease packings for upper stuffing box to be renewed.

To be veed out and welded (2 in No.)

Rudder plug to be renewed.

Rudder and stock to be refitted and tried out to satisfaction.

JRW:ro.

J.R. Wilson.
Surveyor to Lloyd's Register
of Shipping.



Lloyd's Register
Foundation

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