

COPY

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Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. LA-37964.

Port KOBÉ

7th March, 1957.

KOBÉ Rpt. No. 62-10-0

Survey Fee : 62-10-0

Expenses :

Total 62-10-0

Applied for

Rendered to

This is to Certify that

A.M. HOPKINS,

undersigned Surveyor to this Society did at the request of

Mrs. Holme Ringer & Co., Ltd., Moji, Japan, Lloyd's Agents on behalf of the Salvage Association, London, attend on board the S.S. "LUCAS TRADER" 5343 tons gross of Hong Kong as she lay in dock and afloat at Kasado on the 21st January, 1957 and subsequently in order to ascertain the nature and extent of damage sustained to have been sustained by (a) ranging against lighter barges whilst loading at Taku Bar on 19th May, 1956 and (b) heavy weather passage Taku Bar to Makiyama, Japan between the 19th and 24th May, 1956.

For further particulars please see Log Book.

Upon examination damage was found and recommendations made follows:-

Found.

Shell plates K-5,6,7,8,14,15 and 16 (star'd. side all numbered from forw'd.) indented between frames and in places fractured at seam joggle. Frames in way slightly distorted also adjacent strakes wavy at edges.

Shell plate J.14 (star'd. side numbered from forw'd.) indented between frames. Frames in way slightly distorted.

Shell plates H.10; J.7,8 and 10; K.8,9 and 10 (port side all numbered from forw'd.) indented between frames and in places fractured at seam joggle. Frames in way slightly distorted also adjacent strakes wavy at edges.

Fee: Exp:

Recommended.

Shell plates to be renewed and frames in way faired in place as necessary. Edges of J. and L. strakes in way to fair in place.

Shell plate to renew and frames in way faired in place as necessary.

Shell plates to be renewed and frames in way faired in place as necessary. Edges of adjacent strakes to fair in place.

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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 responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any other publication of the Society, or for any error of judgment, default or negligence of any of its Officers or Agents of the Society."

FOR LONDON

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ventilator cowls (4 in No.)
on Boat deck torn and broken.

3 Ventilator cowls to be
renewed and 1 cowl to be
repaired.

skylight glasses broken
Engine Room skylight(2 in No.)
and Gally skylight(1 in No.)

All three glasses to be
renewed.

The damage found (items 1,2 and 3) is in my opinion
sistent with the cause alleged of ranging against lighter
ges and (items 4 and 5) consistent with the alleged cause
heavy weather.

The above recommendations have been made with the view of
toring the ship to the same efficient condition as prevailed
ore the stated casualties.

Permanent repairs have now been satisfactorily effected by
ado Dockyard Co., Ltd., Kasado at a total cost of ¥5,394,000.-
ch includes part drydocking and staging amounting to ¥205,000.-
necessary removals for access and refitting and is considered
r and reasonable for prevailing prices in Japan.

The total cost is devided thus:-

Damage (a) including part docking charges	=	¥5,174,000.-
" (b)	=	220,000.-

Grand total:	=	<u>¥5,394,000.-</u>
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Submitted without prejudice.

Alex M. Hopkins
Surveyor to Lloyd's Register
of Shipping.



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Lloyd's Register
Foundation

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