

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. LA-37965.

Port KOBE

7th March, 1957.

KOBE Rpt. No.

Survey Fee: £40-0-0

Expenses:

Total £40-0-0

Applied for.....

Rendered to.....

This is to Certify that

A.M. HOPKINS,

undersigned Surveyor to this Society did at the request of
Messrs. Holme Ringer & Co., Ltd., Moji, Japan, Lloyd's Agents and
on behalf of the Salvage Association, London, attend on board the
"LUCAS TRADER" 5343 tons gross of Hong Kong as she lay in dry-
dock and afloat at Kasado on the 21st January, 1957 and subsequently
in order to ascertain the nature and extent of damage stated to have
been sustained by heavy weather during ballast passage Mutsure,
between Taku Bar between 5th and 11th December, 1956.

For further particulars please see Log Book.

Upon examination damage was found and recommendations made
as follows:-

Found.

Rudder - the four lower pintle
bushes broken.

Steering gear quadrant off
level - set down at after side.

Lignum vitae at top rudder
stock in way quadrant broken
and slack.

Shell plates C2, and D2 (Port
side numbered from forw'd.)
indented between frames with
frames in way distorted.

Shell plates C2, D2, E,1,
G.2,3 and 4 (star'd. side
numbered from forward)
indented between frames with
frames in way distorted.

Recommended.

Pintle bushes to be renewed.

Quadrant to be lifted and
levelled.

Lignum vitae to be renewed.

Shell plates to be renewed
3 frames in way to crop, fair
and refit, remainder frames
to fair in place.

Shell plates to be renewed.
Frames in way to fair in
place as necessary.

Fee: _____ Exp: _____

(Cont'd.)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
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Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

(0) 1.57. KOB

FOR LONDON
004014-004054-0056 1/2

Bulwarks in forward well (port & star'd.) set in and in places fractured. Bulwark stays buckled and torn also top rail buckled and in places fractured.

Bulwark plating to crop and part renew with remainder to fair in place. Bulwark stays and top rails to part renew with remainder to fair in place.

Bulwarks in after well (port & star'd.) set in and in places fractured. Bulwark stays buckled and torn also top rail buckled and in places fractured.

Bulwark plating to crop and part renew with remainder to fair in place. Bulwark stays and top rails to part renew with remainder to fair in place.

Steam pipe guards in forward well and bridge deck torn loose and in places buckled.

Guards to be renewed as necessary with remainder to be re-fastened.

The foregoing damage found is in my opinion consistent with the cause alleged.

The above recommendations have been made with the view of restoring the ship to the same efficient condition as prevailed before the stated casualty.

Permanent repairs have now been satisfactorily effected by Kasado Dockyard Co., Ltd., Kasado at a total cost of ¥3,061,100.- which includes part drydocking and staging amounting to ¥205,000.- necessary removals for access and refitting and is considered fair and reasonable for prevailing prices in Japan.

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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