

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name ~~SS/MS~~ "SHAUKIWAN" LR 532190 Port of Registry Hong Kong Port CAPE TOWN

Gross tons 7136

Date of build 12-1943 Is there a Rpt 9? No Rpt. No. 7260

No. of visits 4 First date 28-2-65 Last date 3-3-65

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only)

Date of completing rpt. 12-3-65 Surveyed at, if different from Port above

Surveyed afloat ~~and in D.D.~~ Last date of examination in D.D.

Has a Load Line Survey been held? Summer freeboard as verified

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

23 MAR 1965

Survey fees R14-00 **B** Damage fee R30-00 Expenses 0-25 R2-05

S.A. fee R16-00

25 MAR 1965

I have surveyed the above-named ship in accordance with the Rules for DAMAGE and Int.Cert(H)

Now done for DAMAGE: At request of Lloyd's Agents examined vessel afloat at Cape Town for DAMAGE stated to have been caused through heavy weather on the 25th and 26th February, 1965 whilst on a voyage from Durban to Cape Town.

The undersigned upon examination :-

FOUND.

No. 8 shell plate from aft(P.S.) in 1st strake below sheer cracked just below auxiliary condenser discharge.

No. 1 shell plate from fwd(P.S.) in 4th strake below sheer, four rivets started and frame in way cracked.

Accommodation wood ship's side gangway lower section broken.

RECOMMENDED.

Ship's side discharge deflector to remove and shell plate to crop and part renew (2'0" by 1'6").

Rivets to renew, frame to crop and part renew over 2 feet.

To renew.

Fittings etc., in way of damage to remove for access to repairs and replace on completion. Necessary staging to erect for access to repairs and remove on completion. Air for pneumatic tools, lighting, cranes, water for testing tightness of repaired plating to be provided. New and disturbed work to prime coat.

The foregoing recommendations were made with a view to placing the vessel in the same condition as existed before the alleged casualty occurred, and all repairs have now been completed to my satisfaction.P.T.O.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed ~~xxx~~/without fresh record of dry docking, subject to any outstanding conditions of class as previously recommended.

CSSR

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

DEFECTS	REPAIRS	DECK PLATING	FRAMES	SHIPS LIFTING	DAMAGE REPAIRS

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee **WEDNESDAY - 7 APR 1965**

Minute **As now**

FOR CHAIRMAN CLASS. CTTEE.

Surveyor to Lloyd's Register of Shipping **D. ROSS INNES**

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ALSO FOR

SPL FOR

NOTED BY

TRO. REPAIRS DEPT.

SRL

POSTING

HEADER

CERT

004869-004383-0150

It was stated that the Special Survey had been carried out and all S.R.L. items had recently been attended to recently at a Japanese port.

2 APR 1955

Survey No.	Date of birth	Is there a Reg. No.	Reg. No.	Port	Country	Port of call	Survey No.
7250	1933	Yes	7250	Hong Kong	Hong Kong	1955	7250

I have reviewed the above named ship in accordance with the Rules for DAMAGE and Int. Cert. (H) Now done for DAMAGE: At request of Lloyd's Agents examined vessel afloat at Cape Town for DAMAGE stated to have been caused through heavy weather on the 25th and 26th February, 1955 whilst on a voyage from Durban to Cape Town.

The underlined upon examination:-

RECOMMENDED

No. 8 shell plate from aft (P. 2.) in lat. strake below sheer cracked just below auxiliary condenser discharge.

No. 1 shell plate from fwd (P. 2.) in 4th strake below sheer, four rivets started and frame in way cracked.

Accommodation wood ship's side gangway lower section broken.

Ship's side discharge deflector to remove and shell plate to crop and part renew (2'0" by 1'6").

Rivets to renew frame to crop and part renew over 2 feet.

To renew fittings etc., in way of damage to remove for access to repairs and replace on completion. Necessary strapping to erect for access to repairs and remove on completion. Air for pneumatic tools, lighting, cranes, water for heating fittings of repaired plating to be provided. New and disturbed work to prime coat.

The foregoing recommendations were made with a view to placing the vessel in the same condition as existed before the alleged casualty occurred, and all repairs have now been completed to my satisfaction.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed, faired and replaced					
Faired or repaired in place					



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FOR CHAIRMAN CLASS OFFICE