

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12th Dec. '56 When handed in at Local Office DEC. 27. 1956 Port of YOKOHAMA
No. in Survey held at Yokohama Date, First Survey 5th Dec. '56 Last Survey 10th Dec. 1956
(No. of Visits 3)
70391 on the Wood, Iron or Steel M.V. "MIRZA"

Tonnage: Built at Le Trait By whom At. & Ch. De La Seine When 1929 12
S 7977 N.V. Petroleum Matts. "LA CORONA"
Owners Shell Tankers N.V. Owners' Address -
(if not already recorded in Appendix to Register Book).
Managers - Port belonging to The Hague

Keel Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage
Cell DBor DBa feet; uE&B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.
P.B. - All alterations in the existing records should be underlined.

Report, No. 2100 Port YHH

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. The nature and extent of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters relating to this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined
Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom?

INTERIM, OR EXAMINATION AS PER RULE, FOR Deferred Damage Repairs (Shell leakage etc.)
Interim Certificate issued at Yokohama on the 28th November 1956 states ----- subject to the vessel being examined for shell leakage in way of Nos. 3 & 4 wing tanks (SS) and Nos. 5, 6 & 7 wing tanks (P&S) and after peak on discharge of the vessels present cargo (One month limit).

and Now Permanently Repaired

Vessel Afloat

No shell leakage was found in way of Nos. 3 & 4 wing tanks (SS).

Shell leakage in way of Nos. 5, 6 & 7 wing tanks (P&S) found due to a number of slack rivets in side stringer shell connections. Approximately 200 rivets renewed and a few caulked.

A number of rivets on longitudinal and transverse bulkheads in way of aforementioned tanks also found leaking.

Leaky rivets renewed or caulked. P.T.O.

STATE OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								Shell & bulkhead rivets
Removed and Faired or Repaired								
Repaired in place	1							Shell & bhd. rivets caulked.

CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt.)
Fastenings	Bulkheads	Engine Room Skylights	When put on, Month Year
Plating	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
in way of sidelights	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
	Rudder	Scuppers	Condition, how ascertained
	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
	Windlass	Planking of Wood Vessels	Sails
	Have pumps now been examined and found efficient?	Caulking ditto	Equipment letter
	Have Snice Valves now been examined and found efficient?	Treenails ditto	Anchors, No. of
	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson ditto	Chain Locker
	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches ditto	Cables (State if now ranged)
		Timbers of Frame at openings ditto	length mean diam.
		Ditto Ditto at other places ditto	(on board) size
		Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting (State if examined.) ditto	Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &c. :-
State clearly whether any, and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon a survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."

This vessel is eligible in my opinion to be retained as now classed in the Register Book without fresh record of docking subject to shell plate J1 (SS from aft) being renewed at the next Special Survey and to all other conditions at present attached to the vessels class being dealt with as previously recommended.

Fees applied for, Received by me, Surveyor to Lloyd's Register of Shipping.

TUESDAY 29 JAN 1957
Lloyd's Register Foundation

Fracture 24" long vertically drilled at ends, veed out and welded and a welded doubling now fitted externally on shell in way. It is recommended that this plate be renewed at the next Special Survey.

Permanent repairs also effected to a number of deck items listed in Damage Report No.D-334 issued at Yokohama on 28th November 1956.

Conditions of Class

Not supplied at this time. This item to be retained as at present.

Report 10 issued - copy attached.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.