

COPY

Lloyd's Register of Shipping.

Port Kobe.

11th June, 1928.

This is to Certify that

A. Watt.

the undersigned Surveyor to this Society did at the request of the Owners, Messrs. Kawasaki, Kisen Kaisha, survey the S.S. "BORDEAUX MARU", 6567 tons gross of Kobe, on the 1st June 1928 whilst the vessel lay in dry dock at Kawasaki Dockyard, Kobe, for the purpose of ascertaining the nature and extent of damage stated to have been caused by touching bottom whilst loading oil fuel alongside wharf at Martinez, San Francisco Bay, on the 9th April 1928, between 9 a.m. and 9 p.m.

For further particulars see Master's Note of Protest dated Kobe 1st June, 1928.

The undersigned upon examination,

FOUND

RECOMMENDED

At forward end on Port side;

Keel plate No.2 - waved and set up in two spaces

to be taken off, faired and refitted.

Keel plate No.3 - set up slightly at forward end

to be faired in place.

" " A strake plate No.3 - set up and waved in three spaces

to be faired in place.

No.1 double bottom tank - port side

(Note:- floors are numbered from forward O.T. floor of tank)

(Continued.)

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate 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, negligence of the Surveyors, or other Officers or Agents of the Society."

Foundation

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FOUND

RECOMMENDED

Seven floors and bottom frames more or less buckled at bottom side next centre girder:-

Floor No.5	to be cut, faired in place and fitted with an efficient butt strap.
Floors Nos.6,7,8,10,11 & 12	to be faired in place.

Bottom frames of above floors slightly bent	to be faired in place.
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Centre girder in space between floors Nos.10 & 11 in No.1 double bottom tank - very slightly buckled	as the damage is very slight it is considered that repair is not necessary.
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Bottom plating in way of No.1 tank bare of paint	bare parts to be scraped clean and recoated.
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Also recommended:-

Any slack or started rivets in way of damage to be cut out and renewed.

Any pipes or fittings removed or disturbed in order to effect or facilitate repairs to be refitted in good order.

Pore peak bottom and W T bulkhead to be tested in dry dock with about 8 feet head of water.

No.1 tank to be tested in dry dock after damage repairs.

Repairs to be recoated.

The above repairs have now been completed satisfactorily as recommended.

Fee...\$120.

Exp... 20.

Awatt

SURVEYOR TO LLOYD'S REGISTER.



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Lloyd's Register
Foundation