

COPY
Lloyd's Register of Shipping.



Port Kobe.

12th August, 1941.

This is to Certify that

Y. Hanata & K. Takedaya,

the undersigned Surveyor to this Society did at the request of

Messrs. Mitsui Bussan Kaisha, Ltd., survey the

M.S. "SHIKISAN MARU",

4725 tons gross. of Kobe,

on the 11th July, 1941, and subsequently, whilst the vessel lay afloat and in dry dock at Messrs. Tama Shipbuilding Co., Tama, for the purpose of ascertaining the nature and extent of damage stated to have been caused by bumping against the quay on the 23rd March, 1941, at Hirohata, whilst coming into the port from Panbunan, Phillipin.

For further particulars see Log Books.

The undersigned upon examination,

FOUND

RECOMMENDED

On Starboard Side in way of Fore Peak.

No. 1 plate in the strake, 2nd below upper deck sheer strake, badly indented.

To be removed, faired and refitted.

No. 1 & 2 plates in the strake, 3rd below upper deck sheer strake, indented.

To be faired in place.

6 Side frames, badly buckled.

To be cropped and partly removed with suitable bulging strap.

(continued).

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 whatever to be held responsible for any inaccuracy in any report or certificate issued 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 or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

COPY

(2)

M.S. "SUKIRAN HANG",

Kobe, 12th August, 1941.

FOUND

6 Deck beams, badly buckled.

6 Beam brackets, badly bent.

RECOMMENDED

To be renewed.

To be renewed.

It is further recommended that all removals to effect the above repairs to be replaced in good order, fore peak tank be tested, shell repairs be hose tested and new or disturbed work be recoated, on completion of repairs.

The foregoing recommendations, made in order to place the vessel in as good a condition as before the damage was sustained, have now been satisfactorily carried out.

J. Hamada & K. Takemura
Surveyor to Lloyd's Register

See 2. Expenses as per Account.



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Foundation

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