

C O P Y

Lloyd's Register of Shipping.



Port Kobe.

26th March, 1941.

This is to Certify that

S. Arima,

the undersigned Surveyor to this Society did at the request of

Messrs. Kuribayashi Syosen Kaisha, Ltd., survey the

S/s "SINGO MARU",

4740 tons gross, of Muroran,

on the 11th February, 1941 and subsequently, whilst the vessel lay afloat and in dry dock at Messrs. Osaka Iron Works, Ltd., Innoshima Yard, Innoshima, for the purpose of ascertaining the nature and extent of damage stated to have been caused by the vessel striking Moto-Wanisi Wharf at Muroran on the 24th February, 1941, whilst coming alongside.

For further particulars see Log Books.

The undersigned upon examination,

FOUND

Stem.

Stem bar, fractured and set over to starboard side.

RECOMMENDED

Middle part about 20'-6" in length to be renewed, and lower part about 5'-0" be faired in place.

Shell plates. (Plates numbered from Stem).

No. 1 plates in A, B, C, D and E strikes on port side, badly buckled and/or cracked.

3 plates, "B-1", "D-1" & "E-1" to be renewed and 2 plates, "A-1" & "C-1" be cropped and part renewed.

(continued). O.A.

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)

s/s "SINGO MARU".

Kobe, 26th March, 1941.

FOUND

No.1 plates in A, B, C, D, E & F strakes on starboard side, badly buckled and/or cracked.

In Fore Peak Tank:-

One main frame on each port and starboard sides, buckled.

One main frame on each port and starboard sides, slightly buckled.

One deep floor plate with top angle, buckled.

One upper panting stringer plate with shell angle, buckled.

2 lower panting stringer plates with shell angles, buckled.

One fore peak tank top plate, buckled.

RECOMMENDED

4 plates "B-1", "D-1", "E-1" and "F-1" to be renewed and 2 plates "A-1" and "C-1" be cropped and part renewed.

To be removed, faired & refitted.

To be faired in place.

To be removed, faired & refitted.

Stringer plate to be cropped and part renewed and shell angle in way to be renewed.

Stringer plates and one stringer angle to be renewed and 6 shell angles be removed, faired and refitted.

Fore peak tank to be cleaned and recaulked.

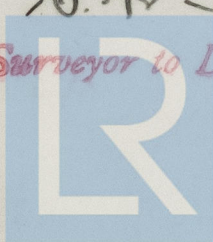
In the vicinity of the damage, slack and started rivets to be renewed or recaulked and leaky seams be recaulked as found necessary.

It is further recommended that all removals necessary to effect repairs to be replaced in good order, shell repairs to be hose tested, fore peak tank be tested and proven tight and repaired parts be recoated where necessary on completion of repairs.

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

& Expenses as per Account.

D. F. ...
Surveyor to Lloyd's Register.



Lloyd's Register
Foundation