

C O P Y

Lloyd's Register of Shipping.

Port Kobe,

11th June 1941.

This is to Certify that

S. Arima,

the undersigned Surveyor to this Society did at the request of the Owners, survey the S.S. "NIKKI MARU", ex. S.S. "KIHUKU MARU" 5857 tons gross of Tokyo,

on the 27th May 1941 and subsequently, whilst the vessel lay in dry dock at 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 fouling with the No. 2 Buoy at Moji on the 4th June 1940, whilst arriving at the port from Dungun.

For further particulars see Log Books.

The undersigned upon examination.

FOUND

Bilge Keel, Starboard Side.

Bilge Keel in 2nd, 3rd, 4th, and 6th lengths (from forward) badly buckled and/or fractured.

RECOMMENDED

Bulb plates:- 2nd and 4th lengths (total length about 65'-7") with 4 double butt straps to be completely renewed. 3rd and 6th lengths to be part cropped (total length about 22'-0") and renewed with new double butt straps.

(Continued). *HA*

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 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 officers, 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."

Lloyd's Register
Foundation

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COPY

S/S "NIKKA MARU" - 2

Kobe, 11th June 1941.

FOUND

Shell angles in way, slightly buckled.

RECOMMENDED

Total length about 83'-0"
to be faired in place.

New and disturbed work to
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 satisfactorily carried out.

N.A. ———

Surveyor to Lloyd's Register.

Fee and Expenses as per Account.



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