

COPY

Lloyd's Register of Shipping.



Port Kobe.

30th April 1940.

This is to Certify that

S. Arima,

the undersigned Surveyor to this Society did at the request of Messrs. Itaya Gyosen Kaisha, Ltd., survey the

S.S. "NISIYAMA MARU", 3017 tons gross, of Tokyo, on the 24th April 1940 and subsequently, whilst the vessel lay in dry dock at Messrs. Naniwa Dock Co., Ltd., Osaka, for the purpose of ascertaining the nature and extent of damage stated to have been caused by the vessel touching ground on the 25th February 1940.

For further particulars see Log Books and protest dated 28th February 1940.

The undersigned upon examination,

FOUND

RECOMMENDED

(Plates numbered from Aft.)

Keel Plates:-

No.2 Plate, slightly indented.

To be part released, faired in place and re-riveted.

No.3 plate, indented.

To be removed, faired & refitted.

Bottom Plate, starboard side.

No.2 shell plate in "A" strake, slightly indented.

To be part released, faired in place and re-riveted.

(continued). J.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)

Continuation of Damage Report on the S/S "NISUYAMA MARU",
Kobe, 30th April 1940.

FOUND

In No.6 Double Bottom Tank:-

Centre girder plate and bottom angles, slightly set up between 3 frame spaces.

5 floor plates and bottom frames, starboard side, slightly set up.

RECOMMENDED

Girder plate and bottom angles to be faired in place.

To be faired in place.

All removals necessary to effect repairs to be replaced in good order.

On completion of repairs No.6 double bottom tank to be tested.

Repaired parts to be recoated where necessary.

The foregoing recommendations were made in order to place the vessel as in good a condition as before the damage was sustained.

D.A. — ma.

Surveyor to Lloyd's Register.

Fee & Expenses as per account.



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Foundation

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