

COPY

# LLOYD'S REGISTER OF SHIPPING

A/c No. 5798.



Port HONG KONG.

6th September, 1962.

This is to Certify that

D.C. WOOD

the undersigned Surveyor to this Society did at the request of Lloyd's Agents, Messrs. Gilman & Co. Ltd., Hong Kong, and the Owners' Agents, attend on board the M.V. "GEORGIA MARU", 7662 tons gross, of Tokyo, whilst lying afloat at this Port, for the purpose of ascertaining the nature and extent of damage stated to have been caused by the above vessel being struck by S.S. "NINA", 1463 tons gross, of Panama, during typhoon "Wanda" on the 1st September, 1962.

For further particulars see log-books, certified extracts of which have been sighted by the undersigned.

It was stated that whilst the vessel was lying loaded at bouy A.11 during the above-mentioned typhoon, the S.S. "NINA" dragging both her anchors approached the M.V. "GEORGIA MARU" and struck her twice on the starboard side.

From the information available the damage found is considered reasonably attributable to the alleged cause.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance

FOUND

RECOMMENDED

Forecastle 1

Starboard side forecastle bulwark plating and rail set in and torn for approx. 15'-0".

Plating and rail to crop and part renew.

Starboard side forecastle handrails and stanchions set over and twisted over 20'-0".

To crop and part renew, remainder to fair.

(Contn. Sheet 2.)

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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 performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any 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."

FOUNDRECOMMENDEDForecastle : (Contn.)

Fore Peak air pipe set over.

To crop and refit.

Starboard side forecastle  
sheer set in and torn approx.  
6'-0".

To crop and part renew.

Starboard side fashion plate  
and top angle set over and  
torn approx. 5'-0".Fashion plate to release and fair,  
top angle to crop and part renew.Starboard side forecastle  
stringer plate set down.

To crop and part renew.

Bridge deck :Starboard side bulwark  
plating and top rail set in  
over approx. 30'-0" and  
bulwark corner plate torn.Bulwark plating, stiffeners and  
top rail to release and fair.  
Approx. 2'-0" bulwark plating to  
crop and part renew.Fashion plate torn and  
buckled.

To remove, fair and refit.

1 deck beam buckled.

To remove, fair and refit.

Curtain plate torn and  
buckled over 15'-0".

To crop and part renew.

Boat deck scupper pipe  
buckled.

To remove, crop and part renew.

Boat deck :Starboard aft corner deck  
plating together with  
curtain plate heavily  
set up.

To crop and part renew.

Part wood decking to lift  
in way.

To relay on completion.

Aft lifeboat fall lead block  
in way.

To remove and refit.

Starboard aft gangway gallows  
pieces buckled.

To release and fair.

The foregoing recommendations were made with a view to placing the hull of the vessel in the same condition as existed before the alleged casualty occurred and all repairs have been completed to my satisfaction.

The repairs for damage were carried out by Messrs. Taikoo Dockyard & Eng. Co. of H.K. Ltd., commencing on 3rd Sept., 1962, and completed on the 6th Sept., 1962. The estimated cost of damage repairs is Hong Kong Dollars Five Thousand Only (HK\$5,000.00), the repair accounts are not yet to hand but will be dealt with in the usual manner on receipt.



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Foundation