



Sc.S. "MIRAFLORES".

Survey of Damage stated to have been caused by 2nd length of chain cable breaking during a hurricane on 21st January, 1941, whilst moored to No.4 Buoy, Yokohama Harbour and the ship drifting and striking the Inner Breakwater.

Now done:- Ship examined in dry dock.

FOUND

RECOMMENDED

Shell plates Nos.1 port and starboard on 6th and 7th strakes from Upper Deck sheer	Shell plates Nos.1 on 6th and 7th strakes on starboard side each to be cropped and part renewed and on port side to be faired in place.
strake all buckled at stem and the plate on starboard side on 6th strake below Upper Deck sheer strake also fractured also	
Stem bar in way of above shell plates bent to port.	To be repaired and on completion repairs to be examined with fore peak tank under pressure test.
One length of chain cable 2nd from anchor broken.	To be repaired or renewed.
Bottom shell plate No.5 from aft on "C" strake port side slightly indented locally.	To be faired in place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate	Anchors #	WEIGHT BY STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collective Weight												
	Stream												
	Kedge												

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

The foregoing repairs were recommended in order to place the ship in the same efficient condition as it was in before sustaining the damage in question.

If it is not possible as stated by the Owners' representative to have the foregoing repairs carried out at this time it is further recommended that (1) An efficient cement box be now fitted inside the fore peak tank in way of the stem damage as a temporary repair and permanent repairs be effected at the earliest convenience (2) the chain cable be repaired or renewed at earliest convenience and (3) the indented bottom shell plating be faired in place at Owners' convenience.

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At request of Owners' representative, Damage Report and Interim Certificates issued - Copy of each attached.

I have been informed that the aforementioned recommendations of permanent repairs to stem damage have been carried out at this time but not submitted to our inspection as the ship has been sold and I regret to add, withdrawn from our Class. Please see letter from Messrs. Okada Gumi of Osaka - the new Owners to The Secretary, dated 1st February, 1941.

Handwritten initials or mark.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much clamped as to spread the ink, or to cause it to show through to the other side.