

C O P Y

Lloyd's Register of Shipping.



Port Kobe.

24th February, 1941.

CONTINUATION OF SHIMONOSEKI DAMAGE REPORT DATED 27th September, 1939.

This is to Certify that

K. Takedaya,

the undersigned Surveyor to this Society did at the request of

Messrs. Kokusai Kisen Kaisha, Ltd., survey the

M.S. "KASII MARU",

8408 tons gross, of Tokyo,

on the 8th February, 1941 and subsequently, whilst the vessel lay afloat and in dry dock at The Harima Shipbuilding & Engineering Co., Harima, for the purpose of ascertaining the nature and extent of damage stated to have been caused by colliding with the S.S. "ZINSYU MARU", 3139 tons gross, of Kobe, on the 17th September, 1939, whilst leaving an unnamed port.

For further particulars see Log Books and Shimonoseki Damage Report dated 27th September, 1939.

The undersigned upon examination,

FOUND

RECOMMENDED

The Damage confined to the Stern.

Shell Plating:-

Upper most fashion plate at stern, indented.

To be removed, faired and refitted.

Port Side:-

1 plate. No.1 in "H" strake, indented.

To be removed, faired and refitted.

(continued). K.S.

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

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M.S. "KASII MARU"

Kobe, 24th February, 1941.

FOUND

RECOMMENDED

Port Side.

1 plate, No.1 in "M" strake, indented.

To be removed, faired & refitted.

1 plate, No.1 in "L" strake, indented.

To be removed, faired & refitted.

Starboard Side:-

1 plate, No.1 in "M" strake, slightly indented.

To be faired in place.

1 plate, No.1 in "M" strake, slightly indented.

To be faired in place.

1 plate, No.1 in "L" strake, slightly indented.

To be faired in place.

In Poop Store:-

1 web frame in way of the above, buckled.

To be removed, faired & refitted.

2 double shell angles in way of the above, set in.

To be removed, faired & refitted.

1 centre top bracket in way of the above, buckled.

To be removed, faired & refitted.

2 frames (B.A.) with 2 butt straps in way of the above (port side), set in.

To be removed, faired & refitted.

2 frames (B.A.) in way of the above, slightly set in.

To be faired in place.

2 frames (B.A.) in way of the above (starboard side), slightly set in.

To be faired in place.

1 side stringer (Channel) in way of the above, together with lug pieces, buckled.

To be removed, faired & refitted.

2 horizontal brackets in way of the above side stringer and 2 shell angles in way, buckled.

To be removed, faired & refitted.

2 deck beams in way, slightly buckled.

To be faired in place.

2 beam knees in way of the above, buckled.

To be removed, faired & refitted.

(continued). K.S.

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COPY

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S. "KASII MARU",

Kobe, 24th February, 1941.

FOUND

RECOMMENDED

POOP STORE:- (Cont.)

deck boundary angle in way,
slightly buckled.

To be faired in place.

hand rail rod in way of the
above, distorted.

To be repaired as necessary.

stanchion angle and heel bracket,
slightly buckled.

To be faired in place.

deck angles in way, slightly
buckled.

To be faired in place.

shell angle in way of web frame,
slightly buckled.

To be faired in place.

deck girders (angle) in way,
slightly buckled.

To be faired in place.

side scuttle frame, bent.

To be removed, faired & refitted.

side scuttle glass for the above,
broken off.

To be renewed.

It is further recommended that all removals for access be
replaced in good order, all disturbed work be recoated where necessary
and the stern plating in way of the damage be hose tested on completion
of repairs and proven tight.

The foregoing recommendations, made in order to place the
vessel in as good a condition as before the damage was sustained,
have now been completed to my satisfaction.

K. Pakedaya

Surveyor to Lloyd's Register.

Cost & Expenses as per Account.



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