

COPY

Kobe Rpt. 8 No. 8307

Lloyd's Register of Shipping.

No. D-66726



Port KOBE

KOBE Rpt. No. 21st October, 1960.

Survey Fee :

Expenses :

Total See Rpt. 8 No. 8307

Applied for.....

Rendered to.....

This is to Certify that

T. C. MARSHALL & K. URAYAMA,

The undersigned Surveyors to this Society did at the request of Messrs. Iino Kaiun K.K., Owners attend on board the m.v. "SEIHO MARU", 13046 tons gross of Tokyo, whilst she lay afloat and in dry dock at Kobe on the 4th October, 1960 and subsequently for the purpose of ascertaining the nature and extent of damage stated due to contact with oil barges whilst loading cargo Moskilvo during the period 14th to 19th September, 1960.

For further particulars please see ship's log books.

On examination of the vessel the undersigned

Found

Recommended

All plates numbered from aft.

Way of No. 5 Wing Cargo Oil Tank (starboard side)

Shell plates J11 & 12, L12, M12 & S13 set in.

Frame 115 set in.

Wash bulkhead at frame 116 buckled.

Frame 117 lightly set in.

Way of No. 6 Wing Cargo Oil Tank (starboard side)

Shell plate M10 set in.

Shell plate S11 lightly set in.

Frame 89 set in.

Frames 90 & 91 lightly set in.

1. Riveted shell seams in way between "J" & "L" strakes and "M" & "S" strakes to release, shell plates to fair and seams to re-rivet.

2. To crop, remove, fair and re-fit.

3. To crop and part renew.

4. To release, fair in place and re-rivet.

5. To crop and part renew.

6. To fair in place.

7. To crop, remove, fair and re-fit.

8. To fair in place.

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 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 entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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of No. 7 Wing Cargo Oil Tank (starboard side)

- Shell plates J9, L9 & 10 and M9 set in. 9. To crop and part renew.
- Shell plates M9 & M10 lightly set in. 10. To fair in place.
- Frame 77 lightly set in. 11. To release, fair in place and re-rivet.
- Frames 78, 79, 81, 82 & 83 set in. 12. To crop, remove, fair and re-fit.
- Web frame 80 buckled. 13. To crop and part renew.
- First horizontal shell stringer below upper deck buckled. 14. To crop, remove, fair and re-fit.

of No. 8 Wing Cargo Oil Tank (starboard side)

- Shell plates J8 & L8 lightly set in. 15. To fair in place.
- Frames 58 & 59 lightly set in. 16. To release, fair in place and re-rivet.

of No. 7 Wing Cargo Oil Tank (port side)

- Shell plate J10 lightly set in. 17. To fair in place.
- Frames 86 & 87 lightly set in. 18. To release, fair in place and re-rivet.

of No. 8 Wing Cargo Oil Tank (port side)

- Shell plates J8, M8 & S10 lightly set in. 19. To fair in place.
- Frames 62, 65 & 67 lightly set in. 20. To release, fair in place and re-rivet.

of No. 2 Fuel Oil Tank (port side)

- Shell plates L7 & M7 lightly set in. 21. To fair in place.
- Frames 52 & 53 lightly set in. 22. To release, fair in place and re-rivet.

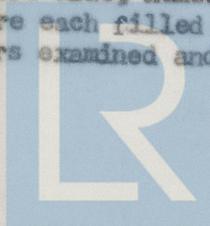
RECOMMENDATIONS:-

The above recommendations were made with a view to placing the vessel in the efficient condition as obtained before the alleged casualty.

It was also recommended that the work be carried out in an efficient manner, including all incidental removals and renewals, erection and dismantling of staging and thereafter all new and disturbed work be re-coated as formerly.

The damage as noted above is in the opinion of the undersigned consistent with the cause alleged.

Permanent repairs, as recommended, were satisfactorily effected as listed in items 1 to 8 inclusive and 15 to 22 inclusive, during the vessel's annual dry-dock, by Messrs. Kawasaki Dockyard Co., Ltd., Kobe. On completion of these repairs the 5, 6 & 8 wing cargo oil tanks, starboard side, numbers 7 & 8 wing cargo tanks and number 2 fuel oil tank port side were each filled with water to the tops of the hatch coamings, the repairs examined and found sound and tight.



At the request of the Owner's Representative due to the vessel's cargo commitments no repairs were effected at this time in respect of items 9 to 14 inclusive.

*Thomas C. Marshall & K. Wapora*  
Surveyors to Lloyd's Register.



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