

Ship's Name **SS/MS "HAKONESAN MARU" of Tokyo** Gross tons **6927**  
**LR 514032**

Is there a rpt. 9? **No** Port **Balboa, C. Z.** Rpt. No. **5295**

No. of visits **Two** First date **30 Dec.** Last date **31 Dec. 1964.**

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **Yes** Last rpt. (H.Q. only) **H9.2159**

Date of completing rpt. **6-1-65** Surveyed at, if different from Port above **Cristobal, C. Z.**

Surveyed afloat and/or in D.D. **Afloat** Last date of examination in D.D. **-**

Has a Load Line Survey been held? **-** Freeboard Marks verified

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees	Damage fee	Expenses
	<b>\$125.00</b>	<b>\$10.00</b>
		S.A. fee <b>\$18.00</b>

I have surveyed the above ship in accordance with the Rules for **Damage to main deck bulwark rail and stanchions, bridge deck awning frames, bulwark and railing and Lifeboat #2, davits and chocks (all port side) stated to have been sustained on 30 December, 1964, whilst ship lay afloat at Pier 16, Cristobal taking bunkers and was struck by M. S. "JARITA" which had been unberthed and was in the process of passing the "HAKONESAN MARU".**

The items now surveyed are detailed on this report. ~~At the time of the above survey the ship was in good condition and no repairs were effected.~~  
**No repairs effected at this port.**

**FOUND: (Bridge Deck - Port Side)**

1. Fifty feet of 1½" awning pipe frames bent and broken.
2. Twelve feet of the bulwark bent and set in at a maximum depth of 16" at upper after corner. Shell plate below bulwark slightly indented.
3. Port side hand rail and hand rail of ladder to boat deck bent and fractured.
4. The bulwark cap rail broken.

**Boat Deck - Port Side**

5. The No. 2 Lifeboat crushed inward at center line for approximately six inches.

-over-

I recommend that this ship remain as classed with/without fresh record of dry docking **Subject to necessary repairs and renewals being made to port side bridge and main deck bulwarks and stanchions, and the No. 2 Lifeboat and davits upon vessel's arrival at a convenient Japanese port to where she is now proceeding.**

H9 21/12

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

*C. L. Haman*  
Surveyor to Lloyd's Register of Shipping

Date of Committee **NEW YORK JAN 20 1965**

011671-011677-0176

*As low, subject (see Chee Minute 8.165)*

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due



Boat Deck - Port Side (Cont'd)

Twenty five frames broken twelve inches below sheer line.

The upper three strakes of plating, sheer clamp and gunwale cap bent and pulled.

Six steel knees bent.

End of plank strakes pulled 1/8 inch from stem and stern post rabbets and starboard garboard is sprung from keel rabbet for a 3 ft. distance starting six ft. from after end.

6. The No. 2 Lifeboat forward davit torn loose from base and base pin bent. The after davit scrapped and scuffed and gangway davit scored at after upper edge. Twenty feet of awning frame and supports bent and broken.
7. The inboard after No. 2 Lifeboat wood chock distorted and securing tie plates loosened.

Main Deck - Port Side

8. Bulwark stanchions Nos. 34, 36, 38, 40, 42 and 44, bent or broken at base fastenings.

Bulwark rail set in, in way of affected brackets over an approximate length of 30 feet.

9. The top sheet metal chafing iron on bottom edge of accommodation ladder, outboard stringer fractured.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



© 2021

Lloyd's Register  
Foundation