

COPY

Lloyd's Register of Shipping.

YKA



No. LA-11097

Port Nagasaki

30th April, 1964

This is to Certify that

A. Zur-Muhlen, J. Nugent & H. Komori

the undersigned Surveyor to this Society did at the request of Messrs. Holme Ringer & Co., Ltd., Lloyd's Agents, Moji, Japan on behalf of the Salvage Association, London and with the consent of the Owner's Representative attend onboard the

"ORIENTAL GIANT" 43422 gross tons of Monrovia

whilst the ship lay in dry dock at Nagasaki, Japan on the 27th March, 1964 and subsequently for the purpose of ascertaining the nature and extent of damage alleged to have been sustained on account of:

1. Cause unknown.
2. Contact with quaywall at Mena-Al-Ahmada, 16th October 1960.

For further particulars reference is made to the official Log Book which has been examined by the undersigned.

Upon examination the following was found and recommendations made without prejudice to the Underwriter's liability or terms of Insurance.

DAMAGE No.1

FOUND

Bottom plate A22 (SS fwd) indented in way of No.1 deep tank.

RECOMMENDED

To fair in place six (6) indents.

- one 10 mm indent 800 x 1700 mm approx.
- one 16 mm indent 800 x 2740 mm "
- one 25 mm indent 800 x 4500 mm "
- one 23 mm indent 800 x 2740 mm "
- one 15 mm indent 800 x 2740 mm "
- one 10 mm indent 400 x 2740 mm "

Total area approx. 12.6 sq. meters.

[Handwritten signature]

Cont'd.

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."

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FOUND

Brackets connecting longitudinal frames to bulkhead 145 (1st and 2nd frame SS from C.L.) buckled.

Web frame No. 137 buckled at toe.

One section of cast-iron heating coil broken.

DAMAGE No. 2

Starboard side shell plates L11, L12, M12, M13 indented along the welded seam in way of Nos. 5 & 6 cargo oil wing tanks.

Longitudinal frame LF 27 slightly buckled.

Longitudinal frame LF-28 slightly buckled in way of Nos. 5 & 6 wing tanks (S.S.)

Longitudinal frame LF-29 slightly buckled in way of No. 6 wing tank (SS).

Horizontal bracket through bulkhead No. 81 buckled.

Webframe No. 80 buckled.

Flat bar stiffeners of web frames 80 and 82 buckled.

RECOMMENDED

To fair in place two (2) brackets, thickness 31 mm.

To crop and part renew webframe 500 x 700 x 12.7 mm.

To renew 200 x 50 mm dia of heating coil. Repair clips for attachment of coil.

The tank to be cleaned and dried for access. Temporary lighting and other necessary services to be provided.

New and disturbed work to be coated.

To fair in place three (3) areas of 24 mm plating.

one 35 mm indent 1600 x 3000 mm approx.

one 35 mm indent 1600 x 3000 mm approx.

one 35 mm indent 1800 x 3000 mm "

Total area approx. 16.2 sq. meters.

To fair in place long. frame 2000 mm.

Release and fair part of long. frame 6000 mm. Remove, fair, refit part of long. frame 3000 mm.

To fair in place long. frame at two places, each 2000 mm long.

To fair in place the bracket.

To crop and part renew webframe. 600 x 1600 x 12.7 mm.

To crop and renew two sections, each 12.7 x 150 mm, 250 mm long.

Staging to be erected and removed. Tanks to be cleaned and gas freed. Water for testing and other services to be provided.

New and disturbed work to be coated.

The foregoing recommendations have been made with a view to placing the vessel in the same good conditions as before the alleged casualty.

The damage found is considered to be consistent with the alleged cause.

Permanent repairs have been carried out by Messrs. Mitsubishi Shipbuilding & Engineering Co., Ltd., at their Shipyard at Nagasaki in accordance with the requirements of Owner's Representative and Classification Surveyor and to the satisfaction of the undersigned.

No overtime was worked on the repairs.



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Foundation

The periodical Docking and Special Surveys were held in conjunction with the damage survey.

Repairer's final accounts for the total sum of

Damage 1: ¥417,000.-

Damage 2: ¥633,200.-

Drydocking and General Expenses ¥6,118,250.-

The above figures are considered fair and reasonable having regard to prices obtaining in this port of Japan.

If carried out separately repairs to Damage 1 would require 4 days in drydock.
If carried out separately repairs to Damage 2 would require 3 days in drydock.

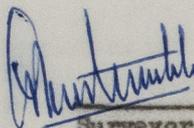
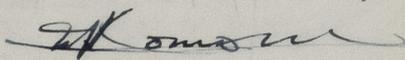
Vessel arrived in dry dock 28th March 1964.

Repairs were commenced 30th March 1964.

Repairs were completed 2nd April 1964.

Vessel undocked and sailed 4th April 1964.

8 days DD



Surveyors to Lloyd's Register
of Shipping