

COPY

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Lloyd's Register of Shipping.



No. LA-11092

Port

Nagasaki

24th April, 1964

This is to Certify that

A. IMAIZUMI,

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 on board the

S.S. "ORIENTAL GIANT" 43,422 tons gross of Monrovia

whilst in drydock at Messrs. Mitsubishi Shipbuilding & Engineering Co., Ltd., Nagasaki Works, Nagasaki on the 30th March, 1964 and subsequently for the purpose of ascertaining the nature and extent of damage stated to have been sustained in consequence of crew negligence on December 16, 1963 whilst enroute from Ras Tanura, Saudi Arabia to Shimotsu, Japan in full loaded condition.

It was reported by the Master that on December 16, 1963 while vessel's crew was engaged in overhauling the starboard midship deck winch, the end of mooring wire which was coiled on deck slipped overboard and shortly thereafter became fouled around the vessel's propeller.

For further particulars reference is made to the ship's official log books and extracts which have now been examined by the undersigned.

Upon examination the following was found and accompanying recommendations made without prejudice to the terms and conditions of insurance.

FOUND

Rope guard lower half missing.

Stern bush bearing wood retainer ring lower half missing (split type) and seven (7) of the ten (10) total cap screw fastenings broken off or missing.

Six (6) of the ten (10) total cap screw fastenings in stern tube flange broken off or missing.

RECOMMENDED

To be renewed.

Retainer ring lower half to be renewed.

Brass bolt size 19.1 mm dia x 57.1 mm long. be renewed.

Brass screw bolts to be renewed, Size 25.4mm dia x 100mm long.

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."

FOUND

RECOMMENDED

Forward face outer corner of propeller boss scored and worn. Two blades of propeller having minor local upsets approximately two inches long each.

For record only leaving existing condition.

Three (3) zinc anodes on after face of stern frame boss broken away and missing.

To be renewed.
30 x 75 x 200 mm.

The lower half of stern bearing wood projecting 12 mm aft of stern bush flange face; bearing wood strips partly cracked and splintered.

Propeller to be removed and tailshaft be drawn inboard for further examination. Tail shaft rubber seal ring to be renewed. Wear down of stern bush to be measured.

Stern packing gland reported to have been heavily leaking since incident occurred. Stern bush wear down 5.1 mm.

Lower half stern bearing wood generally poor in condition; partly cracked, galled and scored in service areas. Upper half wood generally fair in condition; some areas galled and scored.

Lower half of wood bearing to be renewed.

Tail shaft liner slightly scored and pitted in way bearing surface and moderately scored in way of packing gland.

Tailshaft liner to be dressed up, gland packings to be renewed.

Magnetic particle test satisfactory.

The foregoing recommendations includes necessary drydocking, tug service to assist vessel on and off drydock, all removal and replacement of fitting, etc. erection and removal of staging have been made in order to place the vessel in the same good condition as before the alleged casualty.

The above detailed damage is considered by the undersigned to be consistent with alleged.

Permanent repairs were carried out by Messrs. Mitsubishi Shipbuilding & Eng. Co., Ltd., Nagasaki Works, Nagasaki, Japan to the satisfaction of the undersigned, the Surveyor to American Bureau of Shipping and the Owner's Representative.

Overtime was worked to effect above repairs at the Owner's request.

The above repairs were carried out concurrently with Annual Drydocking and Special Survey Hull and Machinery and General maintenance repairs, which would have required approximately four (4) days in drydock.

Vessel drydocked	March 28, 1964
Vessel undocked	April 4, 1964
Damage repairs commenced	March 28, 1964
Damage repairs completed	April 5, 1964
Damage repairs required drydocking	

The repairer's final repair accounts have been examined by the undersigned and considered to be fair and reasonable on the basis of repair costs at present ruling at this port.

Total account £2,623,000
Excess cost for overtime 140,000

Total £2,763,000 (exclude dockage)
Time saved by working overtime is estimated 2 days.

NOTE: The Owner's Representative elected to renew the stern bearing wood complete, upper and lower halves. To renew lower half wood is recommended as detailed above, so that in the repair cost £1,650,000 item 2 in the repairer's Invoice No. NSRB-107 dated April 14, 1964 is to be adjusted.

A. Huai
Surveyor to Lloyd's Register of Shipping