

COPY

Rpt. 8 No. 8479

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

No. D-67486



Port

KOBE

KOBE Rpt. No.

1st December, 1960.

Survey Fee :

Expenses :

Total See Rpt. 8 No. 8479

Applied for

Rendered to

This is to Certify that

J.R. CHESHIRE & T.C. MARSHALL,

the undersigned Surveyors to this Society did at the request of

The Owners Messrs. Nissan Kisen K.K., and with the consent of the Master attend on board the m.s. "NISSHUN MARU" 6021 tons gross of Kobe whilst afloat and in Dry Dock at Kobe, Japan on the 19th November, 1960 and subsequently on account of Damage stated to have been caused through contact with the s.s. "MOON" of Panama on the 17th November, 1960 whilst on voyage Moji to Sydney.

For further particulars see log book.

In the opinion of the undersigned the damage sustained is reasonably attributable to the alleged cause.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUNDRECOMMENDEDPort Side

Shell plate Q15 from aft set in slightly.

To fair in place.

Shell plate P30 from aft set in heavily and corrugated.

To renew.

Shell plates M and N 22 from aft set in, in way of common seam.

To fair in place.

Shell plate L22 from aft set in between frames and fractured.

To renew.

Shell plates H20 and E20 from aft set in heavily and corrugated.

To renew.

Shell plate Q19 from aft slightly set in.

To fair in place.

Frame 208 in way of above distorted.

To fair in place between 3rd and 4th stringer and crop and part renew between 4th to 5th stringer.

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."

(Rpt. 10) 11,60 KOB

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FOR

LONDON

Lloyd's Register
Foundation

Frame 209 in way of above distorted.

To crop and part renew between 2nd and 3rd stringer.

Nos. 2 & 3 panting stringers distorted.

No.2 stringer to crop and part renew (frs. 203-207) and No.3 stringer to fair in place.

Starboard Side

Shell plates P29 and 30 from aft badly corrugated.

To renew.

Shell plates N20, 21 and 22 from aft badly corrugated (N21 fractured).

N20 to crop and part renew and N21 and 22 to renew.

Shell plates M21 and 22 from aft badly corrugated.

To renew.

Shell plates L21 and 22 from aft badly corrugated.

To renew.

Shell plates H19 and 20 from aft badly corrugated.

To renew.

Shell plate H19 from aft badly corrugated.

To renew.

Shell plate C19 from aft corrugated at fore end.

To crop and part renew.

Shell plate B19 from aft corrugated at fore end.

To crop and part renew.

Frame 199 and 200 in way distorted.

To crop and part renew from 3rd stringer to underside of deck.

Frame 201 and 202 in way distorted.

To crop and part renew from lower end to underside of deck.

Frame 203 in way slightly distorted.

To fair in place.

Frame 204 in way slightly distorted.

To crop and part renew in way of 3rd stringer.

Frame 205 in way slightly distorted.

To crop and part renew from lower end to 2nd stringer and fair in place from 2nd stringer to underside of deck.

Frame 206, 207 and 208 in way distorted.

To crop and part renew from lower end to 1st stringer and fair in place above 1st stringer.

Frame 209 in way distorted.

To renew from lower end to underside of deck.

Frame 210 in way distorted.

To renew.

Panting stringers Nos. 1, 2, 3 and 4 distorted also brackets and tie beams distorted.

No.1 stringer to crop and part renew (frs. 201-203½) and fair in place, (frs. 203½-207). 4 beam brackets to renew, 2 fair in place, 2 tie beams crop and part renew.

No.2 stringer to crop and part renew. (frs. 199-202½) and fair in place, (frs. 202½-207). 4 beam brackets to renew, 1 fair in place, 3 tie beams crop and part renew, 1 fair in place.

Cont'd/-

Fore peak tank top beams and beam knees in way slightly distorted.

Centre line wash bulkhead buckled slightly between 2nd and 3rd stringer to 3rd and 4th stringer.

Soft nose stem plating and stem bar in way distorted from 2 metre draught mark to fore peak tank top level and breasthooks in way buckled.

Collision bulkhead starboard side from fore peak tank top level to 2nd stringer distorted.

No.3 stringer to renew (frs.199-203)
3 beam brackets to renew, 1 fair in place, 4 tie beam crop and part renew, 2 fair in place.

No.4 stringer to crop and part renew (frs. 199-202½) and fair in place (frs. 202½-205). 1 beam bracket to renew, 1 fair in place, 1 tie beam crop and part renew, 2 fair in place.

6 beams to fair in place, 7 beam knees to fair in place and 1 beam knee to renew.

To fair in place.

Soft nose stem plating and stem bar to renew and 4 breasthooks in way to renew.

To fair in place and approx. 6'-0" x 1'-0" cropped and part renewed adjacent to ships side between 1st and 2nd stringer.

All the foregoing recommendations were made with a view to placing the ship in the same good and efficient condition as before the alleged casualty.

The recommendations including all necessary staging, removals, hose testing, tank testing, painting of new and disturbed work were satisfactorily carried out by Messrs. Mitsubishi Heavy Ind. Reorganized Ltd., Kobe Shipyard & Engine Works, Kobe, Japan.

The ship was dry docked on the 19th November, 1960 for preliminary examination and was undocked on the 20th November after which the major portion of the repairs were effected afloat. The second dry docking took place on the 26th November when the underwater portion of the repairs were effected which completed early on the 30th November, 1960 when the vessel was undocked and left the shipyard.

J.R. Lushin & P.C. Marshall

Surveyors to Lloyd's Register.

TCM,JRC:ht