

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London

REC'D NEW YORK MAR 6 1963

1 APR 1963

Ship's Name ~~MS~~/MS "KOTEI MARU"

Gross tons 9096

Is there a rpt. 9? No

Port PHILA., PA.

Rpt. No. 11739

No. of visits One

First date and

Last date February 26, 1963

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith? Collision only.

Last rpt. (H.Q. only)

4795 008

Date of completing rpt. Mar. 4, 1963

Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. Afloat

Last date of examination in D.D. -

Has a Load Line Survey been held? No

Freeboard Marks verified -

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) None

Survey fees -

Damage fee Ground. \$50.00 Collision 90.00

Expenses \$3.00

S.A. fee -

I have surveyed the above ship in accordance with the Rules for DAMAGE alleged sustained:-

- (1) February 25, 1963, by grounding while anchored in Delaware River at Philadelphia, Pa., with part cargo.
- (2) February 26, 1963, when the vessel, while moored at her berth, Pier 98S, Philadelphia, was struck by the Curtis Bay Towing Co. tug "Brant".

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

DAMAGE (Plates and frames numbered from aft)

- (1) Vessel stated reflated under own power. Tanks and bilges sounded and no evidence of leakage found, steering gear examined working and pumping and cooling systems reported to be in order. No apparent leakage or damage found.
- (2) Found shell plate H15 in 2nd strake below sheerstrake (ss) set in approx. 2" between frs 141 & 143 in way of No.2 hold which was loaded with cargo - no hose test made. The owner's proposal to dealt with the set in shell plate when the vessel drydocks on her arrival at Japan merits in my opinion, the approval of the Committee.

*Handwritten notes:* x hold 215 22/2/63

I recommend that this ship remain as classed ~~XXXXXXX~~ without fresh record of dry docking subject to the bottom shell plating being specially examined for grounding damage and to set in shell plate H15, in way of No.2 hold (ss from aft), being dealt with as necessary at next drydocking scheduled for June, 1963 at Japan.

30A 15/3

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

*Signature:* J. Howard  
Surveyor to Lloyd's Register of Shipping

Date of Committee

NEW YORK

MAR 13 1963

Minute

*Handwritten:* Deferred for drydocking 18 months

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

Lloyd's Register Foundation

*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*