

# COPY

## Lloyd's Register of Shipping.



No. D-114906

Port

KOBE

23rd February, 1965

KOBE Rpt. No. ....

Survey Fee : .....

Expenses : .....

Total See Rpt. 8 No. 13972

Applied for FEB. 25 1965

Rendered to .....

This is to Certify that

H.B. McQUEEN, S. NOGUCHI & T. YABUTA,

the undersigned Surveyor, to this Society did at the request of Owner's representative and with the consent of the Master attend on board the M.V. "ORSHA", 11,088 gross tons of Vladivostok on the 30th January, 1965 and subsequently whilst in dry dock and afloat at Osaka, Japan for the purpose of ascertaining the nature and extent of damage stated to have been caused by heavy blows to the hull on May 31st, 1964 in the Pacific Ocean.

For further particulars please see ship's log books.

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

### FOUND

SHELL PLATES NUMBERED FROM APT.

Shell plates keel No. 16, Port A13, A14, B13, B14, F7, Starboard B13 heavily indented.

Shell plates Port A13, A14, A16, B13, 14 C13, C14, E8, E9, F8, Starboard A13, A16, B13, C13 slightly indented.

Starboard bilge keel buckled.

### INTERNALS

10 shell frames of duct keel forward buckled.

### No. 2 DOUBLE BOTTOM TANK

2 Floors starboard buckled.

Side girders P. & S. buckled.

### RECOMMENDED

Keel plate Nos. 2, 16, Port A13, B13, Starboard B13 to be renewed.

Shell plates Port A14, B14, F7 to be cropped and part renewed.

To be faired in place.

To be cropped and removed, faired and replaced.

To be renewed.

To be cropped and part renewed.

To be cropped and part renewed.

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) 12.64 KOB

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Upon completion of repairs Nos. 1 and 2 Double bottom tanks to be filled with water pressure tested and examined for tightness. Shell repairs clean of tanks to be hose tested.

The foregoing recommendations were made together with removals for access staging and painting of new and disturbed work, were made with a view to placing the ship in the same good and efficient condition as before the alleged casualty occurred.

At this time at Owner's request repairs to keel plate No. 2 were deferred, Shell plates Port A13, B13 and Starboard B13 were cropped and part renewed at forward part only, one floor in starboard No. 2 D.B. tank was cut, faired in place and rewelded and side girders in No. 2 D.B. tanks P. & S. were cut, faired in place and rewelded.

The repairs as indicated above were carried out by Messrs. Hitachi Shipbuilding & Engineering Co., Ltd., Sakurajima Shipyard, Osaka, Japan.

*S. B. M. Owen Shoguchi*  
Surveyors to Lloyd's Register.



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