

Ship's Name SS/MS "BONNA" Port Yokohama
Processing Number: LR 504809 Gross tons 6910 Rpt. No. 6739
Port of Registry Panama Date of build 6-1944 Is there a Rpt. 9? Yes
No. of visits 3 First date 5th July, 1966 Last date 9th July, 1966
Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) HQ 4063
Date of completing rpt. 20th July, 1966 Surveyed at, if different from Port above -
Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination -
Has a Load Line Survey been held? No Summer freeboard as verified Not verified

State which additional Rpt. 8 is attached: (Cont); (A); (BR); (EQ); (Rig)

Survey fees Damage fee Expenses ¥ 2,250.-
¥ 34,000.- (G.E.)
¥ 10,000.- (Repairs) BR

S.A. fee -

I have surveyed the above-named ship in accordance with the Rules for General Examination for postponement of Special Survey "C" (due 3.66) until vessels arrival at Nagoya from Yokohama (in ballast).

During the survey the Owners Representative stated that the Special Survey will be held August, 1966 after completion of the next voyage viz. Yokohama - Zamboanga - Yokohama. The survey of General Examination for postponement of SS until Aug. 1966 was then commenced. The Owner's Representative however stated later on that dry-docking facilities have been offered at Nagoya and requested the ship sail to Nagoya in ballast for drydocking and Special Survey.

The following defects found during the G. Examination

- After end of wash plate of No.3 deep tank excessively corroded.
- No.3 deep tank (P & S) excessively corroded.
- Two cement boxes found fitted on tank top in way of No.3 deep tank (1-P, 1-S).
- Tween deck plating in way of No.4 hatchway found holed (P & S aft).
- No.1 tween deck frames (P & S aft) found excessively corroded at lower end.
- Horizontal stiffener attached to No.1 & 4 hatchway coamings on upper deck found excessively corroded.

Cont.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

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

I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking. subject to excessively corroded a) Wash bulkhead in No.3 deep tank b) No.2 deep tank (P & S) c) No.4 tween deck plating (P & S aft) d) Lower end of shell frames in way of No.1 tween deck (P & S aft) e) Horizontal coaming bars of No.1 & 4 hatchways on upper deck f) No.4 hatchway coaming on upper deck (P) g) D.B. tank top in way of No.3 deep tank (P & S) (cement boxes previously fitted) h) No.1 hatchway coaming on upper deck (P) (now temporarily repaired) being dealt with at/by completion of next Special Survey at Nagoya and to all other outstanding conditions at present attached to the ship's class being dealt with as previously recommended.

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

Surveyor to Lloyd's Register of Shipping
W. WEILLER

Date of Committee

Minute

TUESDAY 13 SEP 1966

Note a
see minute

5/8/66

FOR CHAIRMAN
GLASN. CTTEE.

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 action

†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

†Condition		†Condition	
Shell plating	Not exa.	*Hatchways	Yes, satisfactory X)
Sternframe	Not exa.	*Ventilators & air pipes	Yes, good X)
Rudder	Not exa.	*Casings	Yes, good X)
Was rudder lifted?	No	*Fiddley openings	Not exa.
Plating, etc. In way of shell openings	Not exa.	*Skylights	Not exa.
F.P. spaces	Yes, good X)	*Flush deck scuttles	-
Chain locker	Not exa.	*Deckhouses & companionways	Yes, good X)
A.P. spaces	Yes, good X)	*Superstructures	-
Engine space	Not exa.	*Side, bow & sterndoors	-
Boiler space	Not exa.	*Side scuttles & deadlights	Yes, good X)
Under E. & B.	Not exa.	*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	Not exa.
Tunnel & well	Not exa.	Guard rails & bulwarks	Not exa.
Duct keel	-	Freeing ports	Not exa.
Cement, asphalt, etc., on btm. shell	Not exa.	Gangways & lifelines	Not exa.
Weather decks	Yes, good X)	Fittings & appliances for timber deck cargoes	-
Sounding pipes in way of holds & tween decks	exa. found satisfactory X)	Means of escape:	Not exa.
Windlass	Yes, good X)	(a) machinery spaces	Not exa.
Masts & standing rigging	Not exa.	(b) crew and passenger spaces	Not exa.
Hand pumps & suction	Not exa.	(c) spaces in which crew normally employed	Not exa.
W.T. doors	Yes, good X)	Communications between:	Not exa.
Fire equipment	Not exa.	(a) bridge & eng. room	Not exa.
		(b) bridge and alternative steering position	Not exa.
		Steering control systems (main and alternative)	Not exa.
		Helm indicator	Not exa.
		Protection of aft steering wheel & gear	Not exa.
		Steering arrangements (main)	Yes, good X)
		" " (aux.)	Yes, good X)

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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 action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

21st April, 1968

China Corporation Register of Shipping

EQUIPMENT:

Equipment letter a† 2 1/16 SQ
Fee ltr., if diff. from eqpt. ltr. -
Anchors: No. on board 3 Bower

Cables

State if ranged

Not ranged

Length on board

Mean dias. range from

Rule length

Mooring ropes

to Not exa.
Dtd.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

Lloyd's Register
Foundation

Ship's Name SS/MS "BONNA"

Port

Yokohama

Rpt. No.

6739

g) Port side coaming of No.4 hatchway found excessively corroded.

The following repairs now carried out:

- h) Excessively corroded beam brackets under a.p. tank top aft (5-P, 5-S) re-inforced with f.b. 65 x 10 mm.
- i) Fwd. port side corner of winch house between No.4 & 5 h/w found holed. - Now doubler plate fitted over effected area.
- j) Port side coaming of No.1 hatchway found holed. - Now temporary doubler plate fitted over.
- k) Collision bulkhead above f.p. tank top (P & S) found holed. - Now doubler plate fitted over.

It is submitted that the items a) to f) and j) above may be dealt with during next Special Survey at Nagoya and the same are being correspondingly recorded in the Special Reasons List.

It is considered that the ship is fit to sail to Nagoya in ballast and it is submitted that the Owner's request is being favourable considered by the Committee.

Condition of Class (No.254):- Main sea inlet to be specially examined next drydocking. - Not examined this time.

S.R.L. - Appendix (No.18):- Nil

we.



Items marked thus X)
now examined for General
Examination.

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