

-4. APR. 1966

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name **MS MONSUN** (LR 521659)  
 Gross tons **10,729** Port of Registry **Helsingfors** Port **New York**  
 Date of build **6-53** Is there a Rpt. 9? **Yes** Rpt. No. **64750**  
 No. of visits **9** First date **February 3** Last date **February 21-1966**  
 Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only)  
 Date of completing rpt. **February 28** 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** Summer freeboard as verified **—**

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees

Damage fee

**660<sup>00</sup>**

Expenses

**10<sup>00</sup>**

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for **Damage, Repairs,**

**DAMAGE** stated caused by Heavy Weather during the period January 26<sup>th</sup> to 29<sup>th</sup> 1966 whilst vessel on a loaded voyage from Bombay to New York. Upon examination at this time the following damage was found and repairs effected as stated:

**PERMANENT REPAIRS:**

**Catwalks:** Wood planking found broken together with handrails and beams on forward and after decks. Side planking torn and twisted on after deck. Approx. 650 linear feet of planking now renewed. Beams and handrails repaired or renewed as necessary. Side planking renewed PPS for approx 60 feet.

**Pipelines:** Steam, exhaust, steam smoothing, cargo, and fire line piping together with valves, bulkhead fittings, etc found torn,  
(continued)

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 the set-in fore-castle shell plating together with internals and bulwark stiffeners, starboard side, and adjacent sheer-strake plating being re-examined and dealt with as necessary by the vessel's next drydocking, and subject to any outstanding condition of 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.)

Date of Committee

**NEW YORK****MAR 30 1966**

Minute

**As per, subject (harm)**  
**Wile bow**

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

013284-013292-0237

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



twisted, or otherwise damaged on forward and after deck's. Approx. 270 feet of piping now renewed and 156 feet faired or otherwise repaired and damaged valves and fittings dealt with as necessary. Repairs subsequently tested and proven tight as required.

#### Miscellaneous:

Aluminium lifeboat, port side amidships, found stove in, torn, and crushed. Davits slightly distorted and wire boat falls strained and chafed. Reconditioned boat now supplied and installed and tested. Davits faired and wire rope falls renewed. Sixteen damaged buoyancy tanks in other three boats now renewed.

#### TEMPORARY AND DEFERRED DAMAGE REPAIRS:

Forecastle plating starboard side found set in for approx. 25 feet in length together with frames in way. Upper edge of adjacent sheestroke slightly set in. Fore'stc bulwark brackets slightly distorted. As a temporary measure, four shell frames were re-connected to the deck beams and brackets by welding. It is recommended that the damaged plating and internals be re-examined and dealt with as necessary by the vessel's next drydocking and that the item be recorded as a Condition of Class.

Poof bulkhead thwartship bulwerkes found slightly set in, port and starboard sides, and starboard bulwark brackets and wood deck slightly damaged. It is recommended that this minor damage be recorded in the SRL Appendix to be dealt with at the Owner's convenience.

SAFETY EQUIPMENT CERTIFICATE issued on behalf of the Government of Finland by the Director of Marine at Hong Kong on September 11<sup>th</sup> 1965 and valid to September 7-1967. The Consul General of Finland at New York authorized the Society to act on their behalf at this time regarding the lifeboat renewals and repairs now dealt with. Report 10 issued.

**PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.** The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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