

24. NOV. 1966

Ship's Name SS/MS "ANGELIC" Port Yokohama
Processing Number: LR 532130 Gross tons 7158 Rpt. No. 6937
Port of Registry Panama Date of build 1944 Is there a Rpt. 9? No
No. of visits 2 First date 5/9/66 Last date 12/9/66
Cert. B issued & copy herewith? No Damage rpt. issued & copy herewith? Towage Cert. Last rpt. (H.Q. only) *Wreck Report*
Date of completing rpt. 8/11/66 Surveyed at, if different from Port above Yokosuka & Tokyo
Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination 12/9/66
Has a Load Line Survey been held? No Summer freeboard as verified -

State which additional Rpt. 8 is attached: ~~(Cont)~~ (A) (DR) (EQ) (Rig)

Survey fees Damage fee Expenses £ 2- 16- 0
£ 20- 0- 0
S.A. fee -

I have surveyed the above-named ship in accordance with the Rules for damage, stated to have been caused by grounding at Wada, Japan on 25/July/1966.

For the Information of the Committee

Now found All bottom plating forward to aft, and from 'D' strake Pt. to 'D' strake Std., indented, set-up and holed. Maximum indentation is 3 ft.

No internal examination of D.B. tanks possible, but all floors in this area presumed to be heavily damaged. Sternframe skeg broken off and remainder of frame, twisted. Rudder, stock and steady bearing are all missing.

Now done No repairs except those directly involved in the salvage operations have been carried out and except for the towage certificate, no certificates have been signed or issued in respect of this damage as the interested parties in the vessel concerned have decided that it shall be broken-up.

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.

No fresh record of survey and no Cert. B issued.

(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

Minute

See committee minute

M. ESDON
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

004873-004880-0246

†Condition

†Condition

Shell plating	*Hatchways
Sternframe	*Ventilators & air pipes
Rudder	*Casings
Was rudder lifted?	*Fiddle openings
Plating, etc. in way of shell openings	*Skylights
F.P. spaces	*Flush deck scuttles
Chain locker	*Deckhouses & companionways
A.P. spaces	*Superstructures
Engine space	*Side, bow & stern doors
Boiler space	*Side scuttles & deadlights
Under E. & B.	*Ash shoots, etc.
Coal bunker	Scuppers, discharges & valves
Tunnel & well	Guard rails & bulwarks
Duct keel	Freeing ports
Cement, asphalt, etc., on btm. shell	Gangways & lifelines
Weather decks	Fittings & appliances for timber deck cargoes
Sounding pipes with doublers under	Means of escape:
Windlass	(a) machinery spaces
Masts & standing rigging	(b) crew and passenger spaces
Hand pumps & suctions	(c) spaces in which crew normally employed
W.T. doors	Communications between:
Fire equipment	(a) bridge & eng. room
Other items:	(b) bridge and alternative steering position
	Steering control systems (main and alternative)
	Helm indicator
	Protection of aft steering wheel & gear
	Steering arrangements (main)
	" " (aux.)

†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

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:—

EQUIPMENT:

Equipment letter
Fee ltr., if diff. from eqpt. ltr.
Anchors: No. on board

Cables

State if ranged

Length on board

Mean dia. range from

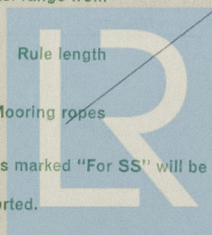
Rule length

Mooring ropes

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Dia.

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.



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