

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)



D-180

Port

YOKOHAMA

2nd April 1954

This is to Certify that

G. RITCHIE

the undersigned Surveyor to this Society did at the request of

Messrs. Kyoritsu Kisen K.K., Tokyo, survey the Steel Screw Steamer "KYOHU MARU", 6891 tons gross of Tokyo, whilst in dry dock on 10th February 1954, & subsequently, for the purpose of ascertaining the nature and extent of any damage which may have been sustained to the bottom, & bilge keels, etc.

Upon examination in dry dock the undersigned,

FOUND

RECOMMENDED

Bilge Keels:

Port Side:

1. Section of bilge keel buckled & distorted between frame Nos. 74 to 87.
2. Two parts of bilge keel set down & buckled locally at frs. 89/94, and frs. 99/100.

1. To crop & part renew bilge keel for about 33' x 10" x 7/16 bulb plate; & fit butt straps at the fore & after butt joints.
2. To fire & fair in place bilge keel at the two affected parts.

Stbd. Side:

3. Bilge keel set down & buckled at some 6 areas as follows:-
Frs. Nos. 109/112, 118/121, 121/123 1/2, 125/126, 126 1/2/127 1/2, and 132/134.

3. To fire & fair in place the Stbd. bilge keel at the six buckled areas as indicated opposite.

CAUSE:-

The cause, place, time, and date of the damage to bilge keels were stated unknown.

/ Cont'd Sheet No. 2

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 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 Agents of the Society."

Rpt. 10.)

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Foundation

The above recommendations were now efficiently carried out by Messrs. Yokohama Shipyard & Engine Works, (Mitsubishi Nippon Heavy Industries, Ltd.); and the cost of repairs was stated to amount to Yen ninety-four thousand & four hundreded & twenty only (¥94,420.00); which charges are considered as being fair & reasonable.

The above amount did not include dry docking charges.

The work of repairs and/or repairs was commenced on 10th Feb. 1954 and were complete the following day.

The vessel entered the dry dock at Yokohama Dockyard on 8th Feb. & was locked on 11th Feb. 1954.

The above recommendations for repairs are made with a view to restoring the vessel, with respect to the damage, to the same efficient condition as obtained prior to the casualty.

It was also recommended that any removals necessary to facilitate the repairs be replaced in good order, and that satisfactory tests be carried out on completion, and thereafter all new and disturbed work be re-coated as formerly.

Submitted without prejudice.

*M.W.
JCS.*

C. Ritchie
Surveyor to Lloyd's Register
of Shipping

