

10 MAY 1941

COPY

# Lloyd's Register of Shipping.



*M M "Hakuzen Maru"*

Port Kobe,

14th October, 1940.

This is to Certify that

K. Takedaya,

the undersigned Surveyor to this Society did at the request of Messrs. Okada Gumi, with the consent of the Master, survey the

S/S "MIRAMARE",

5731 tons gross, of Panama,

on the 11th October, 1940, whilst the vessel lay afloat at Osaka, for the purpose of ascertaining the nature and extent of damage stated to have been caused (1) by collision with the S.S. "CORUNDRUM", on the 17th April, 1940 and (2) whilst lying at Glasgow, cause not stated.

For further particulars see Log Books and Glasgow Damage Certificate dated 28th May, 1940.

The undersigned upon examination,

FOUND

RECOMMENDED

DAMAGE (1):-

Starboard Side in No. 4 Hold.

Shell Plating, (numbered from Aft:-)

Two plates, No. 5, each, in 3rd and 4th strakes below main deck sheer strake, badly indented.

To be renewed.

Two plates, No. 4, each, in 2nd and 5th strakes below main deck sheer strake, indented.

To be removed, faired and refitted.

(continued) K.T.

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."

Lloyd's Register  
Foundations  
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# COPY

(2)

S/S "MIRAMARE"

Kobe, 14th October 1940.

## FOUND

One plate, No.4 in 4th strake below main deck sheer strake, slightly buckled.

### Main Frames etc:-

Five (bulb angle) frames in way, buckled.

Two (bulb angle) frames in way, slightly buckled.

One 2nd deck stringer plate in way, slightly set in.

Two shell angles in way, indented.

### DAMAGE (2):-

#### Port Side in No.1 Hold:-

##### Shell Plating:- (Numbered from Stem)

One plate, No.3 in 3rd below main deck sheer strake, badly indented.

One plate, No.4 in 4th below main deck sheer strake, indented.

Two plates, No.4 each, in 2nd 3rd strake below main deck sheer slightly indented.

##### Main Frames etc:-

8 (bulb angle) frames, in way, buckled.

2 (bulb angle) frames in way, slightly buckled.

## RECOMMENDED

To be faired in place.

To be removed, faired and refitted.

To be faired in place.

To be faired in place.

To be removed, faired and refitted.

To be renewed.

To be removed, faired and refitted.

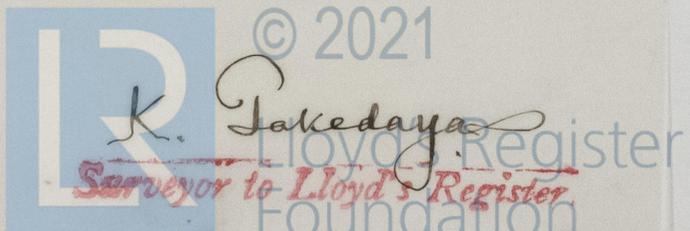
To be faired in place.

To be removed, faired and refitted.

To be faired in place.

It is further recommended that all removals for access to be replaced in good order and all disturbed work be recoated where necessary and the shell plating in way of the damage be hose tested on completion of the repairs and proven tight.

In my opinion the vessel remains in seaworthy condition and it is recommended that the repairs be carried out at the first convenient opportunity.



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