

Ship's Name ~~AS~~/MS KOTEI MARU

Gross tons 9096

Is there a rpt. 9? no

Port New York

Rpt. No. 61802

No. of visits two

First date February 27

Last date February 28, 1963

Interim Cert. issued & copy herewith? yes

Damage rpt. issued & copy herewith? no

Last rpt. (H.Q. only) 11739 PHC

Date of completing rpt. Mar. 1, 1963

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

Freeboard Marks verified

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

Survey fees

Damage fee \$ 50.00

Expenses \$ 2.00

S.A. fee

I have surveyed the above ship in accordance with the Rules for Damage and SRL.

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

DAMAGE IN NO.1 HOLD stated caused when the vessel was struck by the tugboat "JEFFRAY K. McALLISTER" whilst berthing at New York on February 27, 1963. Shell plating in the second strake below sheer between frames 165 -167, port side, found set in to a maximum depth of about 3" over an area of approx. 6 feet x 4 feet. A cargo of bulk coal prevented a thorough internal examination of the area, but frame No.166 and the tween deck plating in way are probably distorted. The damaged shell was hose tested and found tight.

It is recommended that this damaged area be specially examined and dealt with as necessary at the vessel's next drydocking and that this item be recorded as a Condition

I recommend that this ship remain as classed ~~with~~ without fresh record of dry docking subject to the shell plating in the second strake below sheer in way of frames Nos.165 to 167, port side, being specially examined and dealt with as necessary at the vessel's next dry-docking.

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

J.A.C. Graham

Surveyor to Lloyd's Register of Shipping

Date of Committee

NEW YORK

MAR 19 1963

Minute

Deferred for drydocking (80000000)

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

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

repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

of Class.

S.R.L.

Damaged shell plating in way of No.6 hold dealt with previously -  
see Kobe certificate dated November 17,1962.

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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