

United with the British Corporation Register.

Port: Grytviken, South Georgia.
5th. April, 1960

TO ACCOMPANY REPORT No. 1461 MONTEVIDEO

SURVEY ON SHIP

This is to certify that I, the undersigned, have surveyed the Motor Vessel "CALPEAN STAR", 14232 tons Gross of Gibraltar, Owners, Calpe Shipping Company Limited of Gibraltar, whilst lying afloat in Grytviken Harbour, South Georgia, March/April, 1960.

I, Olav Rogne, certify that at the request of Messrs. Chr. Salvesen & Company, Lloyd's Agents at South Georgia, I surveyed the M.V. "CALPEAN STAR" on the 18th day of March last, in consequence of her having suspected grounding on passage from Husvik Harbour to Grytviken.

On examination of this vessel on the day named, I found myself unable to survey the vessel's underwater damage. I saw two divers going down to examine the vessel's bottom, rudder and propellers and that they found :-

Rudder Stock down to flange connection seemed to be in order.

Top Gudgeon on the Rudder broken across.

Pintle seemed to be in order.

Lower Pintle sheered but bolt in place.

Rudder bent over to port side in an angle of 30/40 degrees just above lower Pintle.

Balance piece of rudder bent in same direction as Rudder Stock.

Aft part of Rudder up to Centre Rudder Arm bent right round.

Top part of Rudder showed a little to starboard when the Steering Engine showed midships.

Rivets in lower Rudder Arm loose.

Port Propeller :- All blades examined; one has an old small hack and new scars, one has small hacks and new scars and the other is in order. The Propeller Boss seemed to be in order.

Starboard Propeller :- All blades examined; one has an old cut at the end to the depth of one inch, one bent aft to a length of two feet six inches from the top and the remaining blade is in order. The Propeller Boss seemed to be in order.

No evidence of shell damage found.

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From the Divers report, as far as possible, I conscientiously believe the said vessel can proceed on her voyage after the following work has been carried out:-

All loose parts of Rudder to be removed and remainder to be lashed in amidships position.

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The aforementioned work having now been carried out, I conclude that the said vessel is in a fit condition for voyage to United Kingdom, her class suspended and all arrangements for steering, manoeuvring and navigation being the responsibility of the Owners.

Harley
.....
Acting Surveyor to Lloyd's Register as
appointed by Lloyd's Agents.

Dated *5/4-1960*
.....

This Certificate is issued upon the terms of the Rules and Regulations of the Society which provide that :-

"WHILE THE COMMITTEE 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 ANY ENTRY IN THE REGISTER BOOK OR ANY PUBLICATION OF THE SOCIETY, OR FOR ANY ERROR OF JUDGEMENT, DEFAULT OR NEGLIGENCE OF ANY OF ITS COMMITTEES OR ANY MEMBER THEREOFF, OR THE SURVEYORS, OR OTHER OFFICERS OR AGENTS OF THE SOCIETY".



Grytviken, South Georgia.
5th. April, 1960

ON BEHALF OF
MESSRS. CHR. SALVESEN & CO.

Chris Salvesen
LLOYD'S AGENTS.



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