

COPY.

Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER

Port Balboa, Canal Zone,

10 November, 1962.

Boa. #4736.

This is to Certify that

C. H. HAMAN

the undersigned Surveyor to this Society did at the request of Messrs. Kelvin Shipping Corporation, Owners' Agents, on behalf of the Owners, Corporacion Maritima Colombiana Ltda., "Marcolombiana" Barranquilla, Colombia, and with the consent of the Master, survey, without prejudice the steel, single screw steamer --

"CHRISTIAN S."

2884 tons gross of Barranquilla, Colombia, for the purpose of ascertaining the nature and extent of damage, stated to have been sustained encountering heavy weather and disablement on 9 and 10 May, 1962, during a voyage from Walton, St. John to Port of Spain.

For further particulars see vessel's log books and the following Log Extract:-

EXTRACTO DE ANOTACIONES DEL DIARIO DE NAVEGACION CORRESPONDIENTES AL VIAJE DE WALTON-ST. JOHN a PORT OF SPAIN

Dia 9 de Mayo de 1962.

Con el estado de tiempo que finalizamos la anterior, comenzamos la presente. Al amanecer el viento rola al N. fresco, siendo la mar gruesa del mismo cardinal, horizonte con poca visibilidad, cielo cubierto.

06-00 Cierra en Niebla, siendo la visibilidad sero, se navega con la maquina en atencion haciendo las senales fonicas reglamentarias. Al mediodia nos situamos por estima. Por la tarde vadespejando el tiempo aumentando la visibilidad.

Al anochecer va aumentando la fuerza del viento y mar del N. dificultando el gobierno del buque debido al fuerte cabeceo asi como tambien como por la fuerza de ola. A las 22-15 queda el buque sin gobierno, atravesado al mar. Poco a poco va dando proa a mar y viento que barren cubierta y escotillas. La falta de gobierno es por rotura de una pieza del servomotor.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provides that:—
the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in
the Register Book or other publication of the Society, or for any error of judgment, default or negligence of
Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Dia 9 de Mayo de 1962 - DIARIO DE MAQUINA

- 01-00 Se abre el auxiliar del tanque No. 4.
05-00 Se extracciona el evaporador.
10-20 Cambio de settling para consumo de fuel-oil.
14-00 Se llena de fuel el settling de Br.
18-00 Se extracciona el evaporador.
23-30 Se pone media maquina por danos en el servomotor. Despues de moderada lamarcha el buque da fuertes balances llegando a perderse el nivel de agua de ambas calderas. En esta singladura se desceba varias veces, la bomba de circulacion de agua del condensador.

Dia 10 de Mayo de 1962 - DIARIO DE PUENTE

- 01-00 Capeando fuerte tiempo, timon averiado en reparacion.
03-00 Reparado nuevamente a rumbo anotado.
05-50 Nuevamente sin gobierno a la capa per rotura de pieza del servomotor.
12-00 Reparado avante toda maquina, navegando nuevamente a R. durante el tiempo de capa el buque es fuertemente batido por las olas que barren cubierta y escotillas, con violencia, haciendo sufrir, casco, cubierta y maquina, en exceso tanto por los golpes como por la vibracion. Por la tarde se navega con viento del NW. y mar gruesa del mismo punto, llegando al final de la singladura sin nada mas que anotar

Dia 10 de Mayo de 1962. DIARIO DE MAQUINAS.

- 03-00 Reparada la averia del aervomotor, se pone la maquina toda avante.
06-00 Averiado nuevamente en servomotor, reparando hasta las 12.00, por rotura del collar de la excentrica de babor.
12-00 Avante toda maquina.
15-00 Le limpia el evaporador.
17-15 Se llena el settling de Estribor.
22-15 Se cambia el consumo del settling de Br. a Est. Debido a los fueretes balances que da el buque, la maquina da fuertes patinazos, sufriendo por tal cause la linea de ejes, bombas auxiliares y calderas, reservandome el derecho de protesta para la primera oportunidad o inspeccion.

CORRESPONDIENTE A ESTE VIAJE SE EFECTUO PROTESTA DE MAR, ANTE EL CONSUL DE COLOMBIA EN PORT OF SPAIN, DENTRO DEL TERMINO LEGAL QUE ESTABLECEN LAS LEYES.

Cartagena a 2 de Noviembre de 1962.

Vicente Imas
Jefe-Maquinas

Luis F. Correa
ler. Oficial

Angel Susaeta
Capitan

On examining this vessel whilst afloat and in the dry dock on 31 October, 1962, and subsequent dates, at the Base Naval, Cartagena, Colombia, the undersigned -

FOUND:

1. Two fuel oil lines bent, distorted and fractured. Fractures temporarily closed by compound and clamps.
2. Three sections of main fire water lines forward, broken, torn and bent. Temporary repairs made by by-passing affected piping.

RECOMMENDED

- The two affected fuel oil lines to be renewed.
- The three affected sections of broken main fire lines to be renewed.

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Three sections of steam lines Nos. 1 and 2 winches bent and started.

Twenty three feet of starboard bulwarks and thirty feet of port bulwark plating forward of bridge t in and distorted. A total of the stanchions torn, bent and pulled from deck fastenings.

The Nos. 1, 3 and 4 port and starboard hatchway coaming plates t in and distorted.

Four hatchway tarpaulins torn and three missing.

Forty hatch boards part of the Nos. 1, 2, 3 and 4 hatches splintered and torn.

The port and starboard ventilators boat deck indented and holed.

Rudder stated to be twisted now and in good order.

1. The steering engine, stated to have been broken down during heavy weather, and temporarily repaired by ship's engine room personnel found to have two bronze eccentric collars on the shaft broken and the white metal flanged out of main bearings.

2. Main circulating pump bottom end bearing wiped and pin scored.

3. Sixteen main condenser tubes (temporarily plugged) leaking from overheating when main circulating pump failed.

4. Approximately sixty percent of the generator tubes in the port and starboard boilers bowed, bent, bulged and deformed and leaking, stated as result of overheating when boilers lost water during excessive rolling.

Further recommended that all necessary removals be replaced and where damaged (in course of above repairs) be repaired or renewed as necessary, and that the line shafting, propeller and fastenings be examined in dry dock.

The three affected sections of steam lines to be renewed.

The affected bulwark plating and cap rails in way, and the nine bent and torn stanchions to be renewed.

The affected coamings to be faired in place and recoated.

Seven tarpaulins to be renewed.

To be renewed.

To be removed, faired and doubled in way of holed areas and refitted.

The broken eccentric collars to be renewed and the main bearings remetalled. Shaft to be checked for truth and journals polished.

Bearing to be remetalled and shaft removed for machining scored pin and remetalled bearing machined to fit new pin diameter.

Affected tubes to be renewed and condenser tested for further damage.

Retube port and starboard boilers. It will be necessary to remove most of the non-affected tubes in order to remove the tubes found damaged.



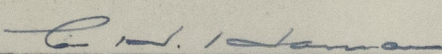
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The foregoing recommendations were made with a view to placing the vessel in the same good and efficient condition as before the alleged casualty occurred, and repairs were carried out to my satisfaction.

It is the opinion of the undersigned that the damage is reasonably attributable to the cause alleged on the information available.


C. H. Haman, Surveyor to
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