

Ship's Name SS/MS "SANTA KYRIAKI"
LR 540861 Gross tons 2802

Is there a rpt. 9? No Port CADIZ Rpt. No. 3771

No. of visits 3 First date 19-6-65 Last date 20-6-65

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) Low 184424

Date of completing rpt. 24-6-65 Surveyed at, if different from Port above Malaga

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 No

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

Survey fees (Dam.) Damage fee Expenses
Temp. Rprs. Ptas. 2,000 " Rpt. Ptas. 9,000 Ptas. 2,500

S.A. fee Ptas. 2,450

23 JUL 1965

I have surveyed the above ship in accordance with the Rules for DAMAGE AND TEMPORARY REPAIRS.

Damage stated to have been caused by collision with M.V. "CIUDAD DE VALENCIA" off the port of Malaga, on the 18th. June 1965.

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

Vessel lying afloat, in loaded condition, with cargo of bulk cement.
DAMAGE (Side Shell Plating, Bulwarks etc Port Side)

The following damage noted at this time:-

Abreast No 1 Hold

Bulwark Plates Nos. 2, 3, 4 & 5 (Numbered from Bridge Front) with Rail Bar, Stays etc heavily set in, torn, buckled and fractured.
Upper Deck Stringer Plates Nos. 2 and 3 (from bridge front) set up and slightly buckled.

Upper Deck Stringer Angle, in way, buckled and set over.

Sheerstrake Plate Port No 6 (from aft) heavily set in.

Shell Plates, Port, 1st. below Sheer Nos. 5 & 6 heavily indented and set in.

P.T.O.

I recommend that this ship remain as classed with/without fresh record of dry docking, subject to set in Sheerstrake, Shell Plating etc, Deck Stringer Plating, etc, Bulwarks etc, being further examined and dealt with as necessary on arrival at a port in the United Kingdom.

W. N. Henckel

W. N. Henckel.

Surveyor to Lloyd's Register of Shipping

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

Date of Committee

WEDNESDAY - 4 AUG 1965

Minute

as now. Subject.

FOR CHAIRMAN
CLASS. CTIC

004369-004373-0274 1/2

ALSO FOR

SPL FOR

TRO

SEL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

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

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

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

Shell Plate, Port, 2nd. below Sheer, in way (below W.L.) heavily set in.

No 2 Hold Internals (Numbered from forward bulkhead)

Side Shell Frames, Port, Nos. 5 & 6 heavily set in, buckled and fractured at butt straps.

Side Shell Frames, Port, Nos. 7, 8, 9, 10, heavily set in and buckled.

Side Shell Frames, Port, Nos. 11, 12, 13, set in.

Upper Deck Beams Nos. 5 to 13, buckled at toes of beam knees, and bowed up.

Upper Deck Beam knees Nos. 5 to 13, inclusive, slightly buckled.

No 3 Hold (Internals) (Port)

Upper Deck Beam No 1 (from forward bulkhead) slightly buckled.

Upper Deck Deep Web Beam No 3 - Deep bracket knee buckled.

Shell Frame No 3 in way of the above bracket buckled.

Bridge Deck, forward overhang, Port side - coaming bulb angle, bulwark sweep plate, and bracket knee in way - buckled.

DAMAGE (Bulwarks etc. Port abreast Nos. 3 & 4 Holds)

Bulwark Plates Nos. 3, 4, 5, 6 (Numbered from aft end of bridge house) etc. - indented and set in.

Owing to the vessel's commitments, and lack of necessary facilities in the port of Malaga, the Owners requested that permanent repairs be deferred until the vessel's arrival at a port in the United Kingdom to where she is now bound, and concludes her present voyage.

TEMPORARY REPAIRS

Shell Frames in No 2 Hold, overhauled, leakages stemmed, defective rivets pad welded over, heels of frames sealed with welding.

Shell Frames Nos. 5 & 6 rewelded at fractured butts.

A strong substantial cement box has been fitted in way of shell frames Nos. 6, 7 & 8, encased in strong wood box.

Air pipe gooseneck on Upper Deck (Port side) broken off -

(See Continuation Sheet No 1)

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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Ship's Name SS/MS

"SANTA KYRIAKI"
LR 540861

Port CADIZ

Rpt. No. 3771

opening closed by efficient wood plug.

Temporary Guard Rails and Stanchions have been fitted on the Upper Deck Port side, abreast No 2 Hatch, in way of the open break in the Bulwarks.

The vessel's efficiency not being affected, it is submitted that the Owners' request to defer permanent repairs until the vessel's arrival in the United Kingdom, merits the favourable consideration of the Committee.

S.R.L.
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Insert:- Set in Sheerstrake, Shell Plating etc, Deck Stringer Plating etc, Bulwarks etc, abreast No 2 Hold (p.s.f.) to be further examined and dealt with as necessary, on arrival at a port in the United Kingdom.

Survey confined to the above only.

W. M. Henckel

