

COPY

London

LLOYD'S REGISTER OF SHIPPING

Cdz. No 2771.
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Port C A D I Z

30th. June 1965.

This is to Certify that

W.N.HENCKEL

the undersigned Surveyor to this Society did at the request of Messrs. MacAndrews & Co., Malaga, Lloyd's Agents, on behalf of the Salvage Association, London, and with the consent of the Master, attend on board the S.S. "SANTA KYRIAKI", 2802 Gross Tons, of Monrovia, whilst she lay afloat at Malaga on the 19th June 1965 and subsequently to ascertain the nature and extent of damage stated to have been caused by Collision with the M.V. "CIUDAD DE VALENCIA" off the port of Malaga on the 18th June 1965.

The following is a relevant extract from the vessel's deck log, copy received from the Master:-

JUNE

Friday 18th. 00.01 NE/3 Wind moderate, sea moderate, visibility moderate.
True course 264.

01.30 NE/3 Vessel sighted from port side at a distance about 4-5 miles. She was proceeding from Melilla to Malaga. She was coming from port and stern side, so she should keep out of my way.

02.00 NE/3 Wind and sea the same, but the visibility closed about one mile. Navigating according the International Rules preventing collision at sea.

02.05 Suddenly a dense fog broke out, visibility 0 and we sighted the ship to close on my course direct the middle of my ship. Immediately and without any delay I ordered stop the engine, hard to starboard the wheel and after full astern and make signal for my act by the ship's whistle, but the collision unavioded because the other was coming with full speed ahead while I have not

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."

S.S. "SANTA KYRIAKI" (Continued)

heard any signal from the other which would tell me his actions, so she collided in way of the No 2 Hold Port side.

For further particulars please see Ship's Log Book.

Upon examination of the vessel afloat the undersigned:-

FOUNDRECOMMENDED

Damage, Port side abreast No 2 Hold.

Bulwarks, numbered from Bridge Front

Bulwark Plate No 1 buckled and set in.

To remove, fair and refit.

Bulwark Plate No 2 heavily set in, buckled and torn.

To renew.

Bulwark Plate No 3 heavily set in, torn vertically at mid length, and the forward half set over parallel to the deck plating.

To renew.

Bulwark Plate No 4 heavily set in, buckled and fractured.

To renew.

Bulwark Plate No 5 indented in way of the after butt.

To fair in place.

Bulwark Rail Bar, in way of the above over a total length of 44'-0" set in, buckled and heavily distorted.

To renew.
(Horn cleats, 3 in No, on Bulwark Rail to remove and refit).

Bulwark stays (numbered from Bridge Front) - Bulwark Stay No 3 and Deck lug, buckled.

To renew.

Bulwark Stay No 4, bracket & deck lug buckled.

To renew.

Bulwark Stay No 5 and deck lug buckled.

To renew.

Bulwark Stay No 6 and deck lug buckled.

To renew.

Bulwark Stay No 7 and deck lug buckled, and fractured.

To renew.

Bulwark Stay No 8 and deck lug buckled.

To renew.

Bulwark Stay No 9 slightly buckled.

To remove, fair and refit.

Bulwark Stay No 10 buckled.

To remove, fair and refit.

Deck Stringer Plate No 2 from the bridge front deformed and set up at the forward half.

To renew or crop and part renew.

Deck Stringer Plate No 3 set up and bowed at the after half.

To renew or crop and part renew.

Upper Deck Stringer Angle buckled and set over.

To renew (approx. 23'-6" length).

Deck Plate, inboard strake abreast the hatch coaming, bodily set up.

To remove, fair and refit.

S.S. "SANTA KYRIAKI" (Continued)FOUNDRECOMMENDED

Hatch coaming bracket stays 3 in N° 5, slightly buckled.

N° 1 to heat, fair in place.
N° 2 to renew.

N° 3 to remove, fair and refit.

Pipe Guards between Hatch coaming stays to remove for access and refit.

Double Bottom Tank Air Pipe (4") goose neck torn off.

To renew.

Sheerstrake Plate N° 6 Port (from aft) heavily set in, and turned over at top edge.

To renew.
(Rigging stay eyeplate in way to remove and refit.)

Shell Plate 1st below sheer N° 5 heavily indented (approx. 9").

To renew.

Shell Plate 1st. below Sheer N° 6 heavily indented.

To renew.

Shell Plate 2nd below sheer, (below W.L.) in way of above heavily set in.

To renew.

Upper Deck, Wash Deck line in way stringer, N° 2 length twisted and indented.

To renew.

Wash Deck line N° 3 length badly buckled and flattened.

To renew.

Wash Deck valve, on the above set over, valve spindle broken, hand wheel adrift.

Valve to overhaul, refit with new spindle and replace.

N° 2 Hold (Internals) (Numbered from Forward Bulkhead)

NOTE:- The bulk cement cargo in the holds prevented full examination of the frames.

Shell Frame N° 5 set in bodily, and fractured through at existing rivetted doubling strap.

To remove, fair and refit.

Shell Frame N° 6 heavily set in and fractured at existing rivetted doubling strap.

To renew.

Shell Frame N° 7 heavily set in and buckled.

To renew.

Shell Frame N° 8 heavily buckled and set in (rivets sprung and leaking).

To renew.

Shell Frame N° 9 heavily buckled and set in.

To renew.

Shell Frame N° 10 heavily set in.
Shell Frame N° 11 set in.

To renew.
To remove, fair and refit.

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FOUND

RECOMMENDED

Shell Frame No 12 set in.

To remove, fair and refit.

Shell Frame No 13 slightly set in.

To remove, fair and refit.

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

To renew (9 in No).

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

To remove, fair and refit.

No 3 Hold (Internals)

Shell Frame No 13 (from forward bulkhead) slack rivets in doubling strap.

Slack rivets to renew.

Upper Deck Beams Nos. 14, 15, 16 buckled, at toe of beam knee.

Each to fair in place.

Upper Deck beam knees Nos. 17, 21, 22, 23, 24, 27 slightly buckled at toes of beam knees.

Each to fair in place.

No 4 Hold (Internals)

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

To fair in place.

Upper Deck Deep Web Beam No 3 Deep bracket buckled.

To remove, fair and refit.

Shell Frame No 3 in way of above buckled.

To heat, fair in place.

Bridge Deck overhang, Port forward coaming bulb angle, buckled at outer end.

To fair in place (derrick slewing eyeplate in way, to remove and replace.

Bridge Front Bulwark Sweep Plate (Port) in way buckled.

To fair in place.

Bracket knee in way the above buckled.

To remove, fair and refit.
(Horn cleat on bracket to remove and replace.

DAMAGE (Bulwarks etc. abreast No 3 & 4 Holds)

Bulwarks etc. numbered from aft end of bridge

No 3 bulwark plate indented.

To fair in place.

No 4 bulwark plate indented and set in.

To remove, fair and refit.

No 5 bulwark plate set in.

To remove, fair and refit.

No 6 bulwark plate set in.

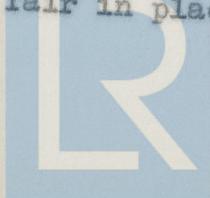
To remove, fair and refit.

Bulwark stay No 5 set in.

To remove and replace.

Deck stringer plate in way No 5 slightly set down and indented.

To fair in place.



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FOUND

RECOMMENDED

Bulwark stay No 6 buckled and twisted.	To renew.
Deck lug set over.	To fair in place.
Bulwark stay No 7 set in.	To remove and refit.
Deck lug set over.	To remove, fair and refit.
Upper Deck Stringer Plate indented in way.	To fair in place.
Bulwark stay No 8 buckled.	To remove, fair and refit.
Deck lug set over.	To remove, fair and refit.
Upper deck stringer plate indented in way.	To fair in place.
Bulwark stay No 9 buckled.	To renew.
Bulwark stay No 10 buckled.	To remove, fair and refit.
Deck lug set over.	To remove, fair and refit.
Upper Deck stringer plate indented in way.	To fair in place.
Bulwark stay No 11 set in.	To remove and replace.
Deck lug set over.	To remove, fair and refit.
Upper deck stringer plate indented in way.	To fair in place.
Bulwark stay No 12 fractured and buckled.	To renew.
Deck lug buckled.	To renew.
Upper deck stringer plate indented in way.	To fair in place.
Bulwark stay No 13 buckled, and twisted.	To renew.
Deck lug set over.	To fair in place.
Bulwark stay No 14 slightly buckled at top.	To fair in place.
Bulwark rail bar set in, buckled, etc. in way of the above, extending over an approximate total length of 46'-0".	Approx. 16'-6" to renew, remainder to remove, fair and refit.

The foregoing recommendations, including the necessary drydocking, cleaning, staging, hose testing and painting of new and disturbed work were made with a view to placing the vessel in the same condition as existed before the alleged casualty.

The reported damages are considered to be consistent with the alleged cause.

The vessel at the time of examination, is in fully loaded condition, with a cargo of bulk cement, with draughts 19'-0" Forward and 23'-0" aft.

Owing to the vessel's commitments and lack of necessary

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facilities at 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.

The following temporary repairs have now been effected at this time:-

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

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

Air pipe opening on Upper Deck closed by wood plug.

Temporary guard rails 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, a report, stating that the Owners request to defer permanent repairs until the vessel's arrival in the United Kingdom at the end of her present voyage, merits favourable consideration by the Committee has been forwarded to the Society's Head Office London.

Submitted without prejudice.

W. N. Henckel

Signed: W.N.Henckel.

SURVEYOR TO LLOYD'S REGISTER.

Fee Ptas. 9,000.-
Exp. " 2,500.-

JB



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Foundation

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