

5 FEB 1966

HP Ship's Name SS/XOS "KORCULA"  
 LR 519366 Port of Registry Dubrovnik Port Rotterdam  
 Gross tons 6724  
 Date of build 6-1946 Is there a Rpt. 9? yes Rpt. No. 62327  
 No. of visits 11 First date 5-1-'66 Last date 24-1-'66  
 Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only) RK12.240  
 Date of completing rpt. 25-1-'66 Surveyed at, if different from Port above Rotterdam (Pernis)  
 Surveyed afloat and/or in D.D. both Last date of examination in D.D. 1-'66  
 Has a Load Line Survey been held? no Summer freeboard as verified 9' - 8<sup>3</sup>/<sub>4</sub>" ✓

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

Survey fees Damage fee fl. 582,- Expenses fl. log.

S.A. fee

17 FEB 1966

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

I have surveyed the above-named ship in accordance with the Rules for collision damage, Annual and docking Survey.

The ship is reported to have sustained damage to starboard side shellplating etc. in way of no.4 hold due to collision with the m.v. "DALOA" in the New Waterway Rotterdam, whilst proceeding in loaded condition to Dordrecht on the 5th January, 1966. *See also y19*

The stem of m.s. "DALOA" penetrated shell and decks on starboard side in way of no.4 hold, flooding this hold completely. Starboard anchor which was dropped had been lost including about 5 1/2 length of chainable.

It has been recommended to place ship in drydock after discharging.

Damage repairs now done:

(Shellplating numbered from aft as per plan of shell expansion, K-strake is upperdeck sheerstrake).

All starboard side.

Shell: K7 and 8, J7, H7, G8 and E7 renewed; J8, G7, F7 and 8, cropped and part renewed inclusive 4 stays, 2 stays off & on.

In way: bulwarkplating cropped and part renewed over approx. 11 frame spaces, P.T.O.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with ~~without fresh~~ record of dry docking 1-'66, subject to any outstanding condition of class being dealt with as previously recommended.

(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

Minute

*K. van Duffelen*

K. van Duffelen, Surveyor to Lloyd's Register of Shipping

WEDNESDAY 16 FEB 1966  
55.166

FOR CHAIRMAN CLASSN. CITEE

005187-005193-0066 1/3

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*Write Report*

3 frames renewed, 4 frames removed faired and refitted.

Upperdeck : one deckstringerplate and adjacent inboard strake plate renewed, 4 deckbeams renewed, 2 beams removed faired and refitted.

1 beam faired in place; stringer angle bar cropped and part renewed.

Tweendeck: one deckstringer plate and adjacent inboard strake plate renewed, 2 deckbeams renewed, 3 beams cropped and part renewed.

1 beam removed, faired and refitted.

Engine room platform deck renewed over 4 frames spaces, frames released and shell plates in way faired in place. *On compl. of rep. shell & deckply hoisted.*

Remainder of no.6 length and no.7 length of starboard chaincable disconnected and sent to chain Works for examination and testing.

These lengths have been rejected at chain works and now 7 new lengths of chain cable supplied as per certificate no. 5782;

New starboard anchor supplied as per certificate no. 1164.

Windlass and starboard chaincable examined under running conditions and found in order.

See also report 8EQ for particulars of new and retested equipment.

Further some leaking seams, butts of bottom shell caulked.

Nos. 6 and 7 double bottom tanks starboard side tested and found tight, in way of no.4 hold.

Rudder lifted for examination lower pintle found slightly loose in gudgeon and ~~forecastle~~ <sup>found</sup> end in good order. Pintles re-secured after refitting.

Bilge keel portside partly renewed.

Also a number of miscellaneous minor repairs carried out.

SRL 245: No outstanding item.

App. 16 : No outstanding item.

Safety equipment certificate (1948 Conv.) issued by the Yugoslav Register of Shipping Authorised by the Federal Executive council of the F.S.R. of Yugoslavia, and valid until 19-3-'66.

**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 to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed	6			6	
	part 4	3	4	part 3	part stringer A.B.
Removed and faired or replaced	-	4	-	3	
Faired or repaired in place	-	2			



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Rpt. 8 (P.S.) DRY CARGO SHIP

HP Ship's Name SS/~~MX~~ "KORCULA"  
LR 519366  
S.S. ( ) Due

Port Rotterdam  
Rpt. No. 62327

In dry dock from 10-1-'66

In dry dock to 21-1-'66

<u>Examined &amp; condition</u>	<u>Examined &amp; condition</u>
Shell plating good	* Air & sounding pipes on deck good.
Stemframe good	Doublers under „ „ not examined
Rudder good	Steering arrangements (main) good (ext.)
Was rudder lifted? yes	„ „ (aux) good (ext.)
Plating, etc. in way of shell openings good	Windlass good (ext.)
Side scuttles & deadlights good	Masts & standing rigging good
Overbd. scuppers & discharges good	Hand pumps & suction not examined
F.P. spaces not examined	W.T. doors not examined
Chain locker not examined	Bulwarks, freeing ports, etc. good
A.P. spaces not examined	
Engine space not examined	
Boiler space not examined	
Under E. & B. not examined	
Coal bunker none	<u>EQUIPMENT:</u>
Tunnel & well not examined	Equipment letter at 2" S.Q. ✓
Cement, asphalt, etc., on btm. shell not examined	Fee ltr., if diff. from eqpt. ltr.
Weather decks good	Anchors: No. on board 3B
* Casings good	Cables { State if ranged no Length on board - Mean dias. range from - to - Rule length - Dia. -
* Deckhouses good	
* Superstructures good	
* Skylights good	
* Companionways good	Mooring ropes sufficient.
* Hatchways good	
* Ventilators good	

Other items: The remaining requirement for A.S. dealt with.

\* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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K. van Duffelen  
Surveyor to Lloyd's Register of Shipping

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HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold		F.P. tank		
„	'Tween decks		A.P. tank		
			D.B. tanks & c/dams		
No. 2	Hold				
„	'Tween decks				
No. 3	Hold		O.F. bunkers		
„	'Tween decks				
No. 4	Hold				
„	'Tween decks		Settling tanks		
No. 5	Hold				
„	'Tween decks		Deep tanks		
No. 6	Hold		Side tanks		
„	'Tween decks				
			Wing tanks		
	Cargo battens				
	Ceiling, etc.		Other tanks:		

*NOT APPLICABLE*



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