

COPY

Spt.Rpt.No.1631/A D.O.

LLOYD'S REGISTER OF SHIPPING *LONDON*

UNITED WITH THE BRITISH CORPORATION REGISTER



11 SEP 1952

Port of SPLIT

19th August, 1952

+100A1

This is to Certify that

G. Majcen

the undersigned Surveyor to this Society did at the request of the Owners attend on board the Steel Screw Steamer "KOSTRENA" 523 tons gross of Rijeka, on the 5th August, 1952 in presence of the Surveyor who was acting on behalf of the Yugoslav State Insurance Institute (D.O.Z.), and on subsequent dates while the vessel was lying in floating dock at Kraljevica, for the purpose of ascertaining the nature and extent of damage alleged sustained through striking quay wall when manoeuvring in the port of Komiža on the 25th July, 1952.

For further particulars, please see Log Books.

FOUNDRECOMMENDED

(Shell plates are numbered from forward)

Starboard shell plate F-3
indented between and on frames

Plate to be removed, faired
and refitted

Starboard shell plate F-4
indented between and on frames

Plate to be removed, faired
and refitted

Starboard shell plate G-2
indented on seam

Plate to be removed, faired
and refitted

One frame in way of the above
damaged shell plates broken
and distorted

Frame to be cropped and part
renewed

Three frames in way of the
above damaged shell plates
distorted

Frames to be cropped and parts
renewed

Two frames in way of the
above damaged shell plates
slightly set in

Frames to be faired in place

P.T.O.

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."

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Two deck beams in way of
the above damaged shell
plates slightly bent

Deck beams to be partly
released, faired in place
and riveted

Four deck beam knees slightly
distorted

Knees to be removed, faired
and refitted

Three port lights in way of
the above damaged shell plates

To be removed and afterwards
refitted

Wood lining on ship's side,
electrical fittings and wiring,
bulkheads, ceiling and furniture
in 3rd class saloon, crew's
messroom and one crew's cabin
in way of the above damaged
shell plates

To be removed for access and
afterwards refitted with part
new material as necessary

Rudder to be removed and
transported to shop for exami-
nation of truth

Rudder head slightly bent
and twisted for 8 degrees to
port side

Rudder to be renewed

Steering gear

The entire steering gear and
connections to be opened up
for examination and two sheaves
to be rebushed

Steering engine

To be opened up for examination

Steering engine control
valve spindle distorted

Valve spindle to be renewed

Steering engine control
valve worm shaft slightly
bent

Worm shaft to be renewed

Steering engine control
valve spindle nut cracked

Nut to be renewed

Steering engine chain-drum
shaft cracked in way of key
groove

Shaft to be renewed

Control handwheel spindle
from bridge to steering
engine bent

Spindle to be renewed

Two small bevel wheels for
handwheel control from
bridge slack and fractured

Bevel wheels to be renewed

Four handwheel control
spindle bearings on Boat-deck
scored and slack

Bearings to be rebushed

Wood lining of starboard
rudder chock on deck broken

Wood lining to be renewed



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Steering engine and gear

To be tried under working
condition after effected
repairs

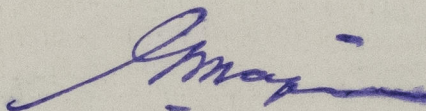
Further recommended that all
removals for access be restored in good condition with part
new material if necessary, and that all renewed, repaired and
disturbed parts be recoated as original.

The above recommendations were made in order to place the
vessel in as good condition as it was in before having sustained
the damage in question.

All repairs as recommended above were now carried out with
exception of the renewal of the rudder which repair has been
postponed for six months.

Fee £ 30- 0- 0
Expenses £ 2- 7-10

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Surveyor to Lloyd's Register.



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