

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 Komisa 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 examination 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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