

Ship's Name ~~SS~~ "LEONIDAS" IR 520656

29 MAR 1965

Gross tons 13,406 Port of Registry Monrovia Port La Guaira
 Date of build 5/1953 Is there a Rpt. 9? no Rpt. No. .096
 No. of visits 1 First date 13/2 Last date 13/2/65
 Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) BOA 5308

Date of completing rpt. 12/3/65 Surveyed at, if different from Port above Puerto Miranda, Lake Maracaibo
 Surveyed afloat and/or in D.D. afloat Last date of examination in D.D.
 Has a Load Line Survey been held? Summer freeboard as verified

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)
 Survey fees Bs 900.00 Damage fee Expenses Bs 10.00
 S.A. fee

I have surveyed the above-named ship in accordance with the Rules for suspected grounding damages alleged to have been sustained on the 10th of Feb. 1965 at approximately 0134 hrs. in the neighborhood of buoy No. 2 of Las Minas Bay Channel (Panama) whilst the vessel was proceeding at reduced speed to Payardi Island Marine Unloading Terminal with a shipment of oil.

Acting Surveyor
 Lloyd's Agency
 Maracaibo

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 ~~XX~~/without fresh record of dry docking subject

to vessel's bottom be specially examined for possible grounding damage and repairs being dealt with as found necessary at next dry docking and 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



Surveyor to Lloyd's Register of Shipping

ALSO FOR

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TRO

SRL

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HEADER

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Foundation

011595-011602-0174

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

It was stated by the master that on the date, time and geographical location above described, whilst proceeding at reduced speed slight vibration as caused by touching bottom was felt for a few seconds by the Captain and other members of the crew, with no further other signs or results.

FOUND

A general inspection of the vessel and examination of facts in relation with the above suspected accident and behaviour of the vessel and her machinery prior and after the incident showed no defects or weakness which could be a cause for the vibration felt which arose the suspicion of touching bottom or defects or weakness which could be a result or consequent on touching bottom, which seems altogether impossible under the conditions of prevailing weather, tides and draft at the moment of the incident (app. 32 ft.) and depth of the said channel, indicated as varying from 57 to 59 ft. on the respective chart, inside and outside the channel at the proximities of buoy No. 2. For further particulars see the vessel's log books.

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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