

COPY.

Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER



Port Newport News, Virginia

April 10, 1957

t. #7582)

This is to Certify that

W. D. WARDLE

the undersigned Surveyor to this Society did at the request of

Salvage Association London, 39 Cortlandt Street, New York 7, New
and on behalf of the Underwriters concerned, survey the

S/S "SANTA MARINA"
7164 tons gross register of Panama

THE PURPOSE of ascertaining the nature and extent of damage alleged to
been sustained in consequence of the vessel encountering heavy
her during the period of February 3rd to February 15th, 1957,
st on a voyage from Newport News, Virginia to Rotterdam.

el was stated to have left Newport News, Virginia on February 1st
arrived at Rotterdam on February 19th, 1957.

Further particulars, please see vessel's Log Books.

arch 20th and subsequently, the undersigned attended the vessel
e laying at Pier No. 3, Newport News, Virginia and the following

FOUND:

Port side - Main Deck Plating
No. 3 Main Deck Hatch coaming
Forward port corner deck re-
inforcing doubler fractured
from corner of hatch for full
width of doubler at port side.

Riveted deck strap under above
doubler found fractured from

RECOMMENDED:

Welded doubler to be removed
for examination of riveted
deck strap under doubler.

Riveted deck strap to be
cropped approximately 6'-3"

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provides that:
the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
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Foundation

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of hatch to approximately
8" to port side from hatch.

Main deck plating under strap
fractured from forward port
corner of No. 3 Hatch and fracture
in line with fractures in strap
and doubler plate, fracture
extending approximately 2'-0"
from forward corner of Hatch
coming towards Portside.

From after end and after
section removed for examination
of main deck plating.

Main deck plating abreast
forward end of No. 3 Hatch
to be cropped at after welded
butt and 8'-6" forward of butt
and section 8'-6" x 5'-0" wide
renewed, in way of hatch coaming,
butts and seam to be welded
and riveted to deck beams
and hatch stringer angle. Riveted
deck strap to be renewed for
a distance of approximately
6'-0" x 4 feet wide x 5/8"
with welded butt at forward end.

Hatch corner welded deck
doubler plate size approximately
3'-0" x 3'-0" x 3/4" to be
renewed as original.

No. 3 Hatch coaming fractured
at port forward corner approximately
above deck.

Fracture to be veed out and
welded and defective area re-
inforced with welded angle
doubler plate.

Forward Amidship House

Port side bulkhead fractured
near deck in various places.
Lower area of bulkhead wasted
and with heavy scale.

Lower area of bulkhead to
be scaled to bare metal for
a length of approximately 22'-0"
x 18" from deck and 22'-0" x
15" x 1/2" steel doubler plate
to install by continuous welding.
Necessary removal and replacement
of pipe guards and deck steam
and exhaust piping in way to
be dealt with.

After Amidship Deck House

Port side bulkhead fractured
in various location at attach-
ment to main deck. Lower area
of bulkhead badly wasted and
with heavy scale.

Bulkhead to be scaled full
length of house and from deck
to 18" upwards to bare metal.
Steel doubler plate approximately
36'-0" long x 15" wide x 6"
to be installed over fractured
and wasted area, by continuous
welding. Necessary removal
and replacement of pipe guards,
steam and exhaust pipes to
be dealt with.

Forward Amidship House

Starboard bulkhead fractured
at after end of house and at
forward of after end. Lower
area of bulkhead wasted and with
heavy scale.

Lower area of bulkhead to be
scaled to bare metal for a
distance of 10 feet from after
end and to a height of 10" from
deck, and doubler plate size
approximately 10'-0" x 6" x 1/2"
to be installed at bottom of
bulkhead by continuous welding.

S/S "SANTA MARINA"

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Necessary removal and replacement of fire main pipe in way to be dealt with.

Navigation Lights

Masthead light, range light and port running light grounded.

Furnish labor and material to test wiring and fittings. Remove all grounds and open circuits as found necessary to place lights in good order. Remove broken studs and install new studs, replace binnacle stand. Renew damaged light socket and switch. Renew missing compass.

After Deck House Binnacle

Binnacle stand deck securing studs broken and binnacle lay over on deck. Compass for binnacle stated lost overboard.

Air Port Glass

One air port glass in forward bulkhead of after amidship deck house, port side, broken.

Air port glass to be renewed.

Four - 50 feet length of canvas fire hose stated lost overboard from racks on main deck, together with 4 nozzles for same.

Furnish and install four 2½" x 50 feet canvas. Fire hose complete with nozzles.

Necessary hire of pier to accomplish repairs.

Necessary service of tow boat to assist vessel from anchorage to pier and pier to anchorage.

Items Nos. 1 to 7 inclusive were dealt with and completed at this time by Messrs. Horne Brothers, Inc., Newport News, Virginia for a sum of Eight Thousand and Forty-Four Dollars. (\$8,044.00).

Included in this amount is the sum of One Thousand Twenty Six Dollars (\$1,026.00), representing overtime bonus, the overtime being worked to expedite departure of the vessel.

Repairs were commenced on March 19th, 1957 at 7:00 a.m. and completed March 26th at 5:00 p.m.

It was stated by the Owners Representative that a separate bill will be submitted by the Owners for costs of items No. 8 to 10, inclusive.

It is the opinion of the undersigned that the wastage of the lower part of bulkhead plating in items No. 2, 3, and 4 contributed to a great amount to the actual fracturing of the plating, which could have been accentuated by the heavy weather encountered during the voyage.

\$60.00

Surveyor

W.D. Wardle

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