

COPY.

Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER



Port Newport News, Virginia

April 10, 1957

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 York 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 have been sustained in consequence of the vessel encountering heavy weather during the period of February 3rd to February 15th, 1957, whilst on a voyage from Newport News, Virginia to Rotterdam.

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

Further particulars, please see vessel's Log Books.

On March 20th and subsequently, the undersigned attended the vessel whilst lying 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 reinforcing doubler fractured from corner of hatch for full width of doubler at port side.

Riveted deck strap under above doubler found fractured from

RECOMMENDED:

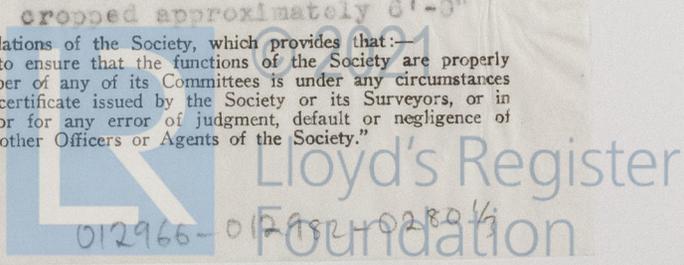
Welded doubler to be removed for examination of riveted deck strap under doubler.

Riveted deck strap to be cropped approximately 6'-0"

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provides that:—
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any publication of the Society, or for any error of judgment, default or negligence of any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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

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

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.

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 reinforced 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

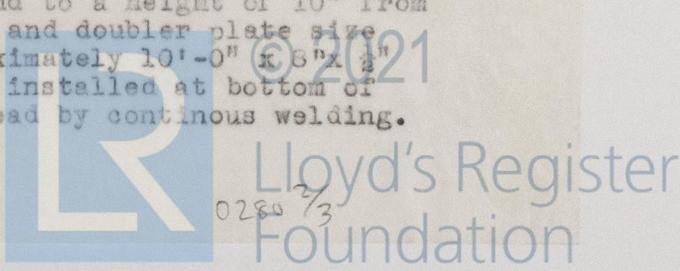
Port side bulkhead fractured in various location at attachment to main deck. Lower area of bulkhead badly wasted and with heavy scale.

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.



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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 2 1/2" 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.

Amount: \$60.00



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W.D. Wardle
Surveyor

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Foundation

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