

5961 NVA 22
22 JAN 1965

Ship's Name *SS/MS* "ZAGORA" LR 539756
 Gross tons 1437 Port of Registry Casablanca Port Hamburg
 Date of build 3.56 Is there a Rpt. 9 *no*, Joint Report Rpt. No. 14260
 No. of visits 5 First date 10.12.64 Last date 17.12.64
 Interim Cert. issued & copy herewith? *yes* Damage rpt. issued & copy herewith? *no* Last rpt. (H.Q. only) -
 Date of completing rpt. 7.1.65 Surveyed at, if different from Port above -
 Surveyed afloat and/or in D.D. *dry dock* Last date of examination in D.D. 17.12.64
 Has a Load Line Survey been held? *no* Summer freeboard as verified *not verified*

5/13/65

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees	Damage fee	Expenses	DS.:DM 8,--
<i>DS.:DM 108,--</i>	1) DM 120,--	Damage	1) DM 11,--
	2) DM 100,--		2) DM 8,--
	3) DM 140,--		3) DM 13,--
		S.A. fee	-

HAM 7443/4

31 MAR 1965

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 date

I have surveyed the above-named ship in accordance with the Rules for Docking and Damage stated

to have been sustained due to:-

- 1) Contact with a bridge in Antwerp on 30.8.1963
- 2) Contact with quay in Le Treport on 8.10.1963.
- 3) Collision with M/S "HINRICH BEHRMANN" of Hamburg on Elbe river between light vessels Elbe 1 and Elbe 2 on 6.11.64.

Now Done:- (Plates numbered from fwd.)

Damage 1):- (Located to portside in way of No.3 hold).

Shell plating: E7 cropped and repaired by an E.W.insert of abt.2000 x 500 mm above bilge keel.
 F7 cropped and abt. 6.6 m of aft part renewed (5th from aft in 2nd below sheer).
 G8 cropped and renewed.

5 Main frames renewed.

3 'tween deck beams cropped and abt.1 m each renewed and 5 deck beams faired in place.

'Tween deck stringer plate in way cropped and repaired by an E.W.insert of 2 m x 1.2m.

p.t.o.

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 with/without fresh record of dry docking -12.64, sub-

ject to any condition which may be at present attached to the ship's class being dealt with as previously recommended, but without special condition in regard to:- soft nose stem plating and abutting plating (p+s fwd.), 4th from fwd. and 5th from aft in the 2nd below shelter deck sheer strake.

(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

THURSDAY 22 APR 1965

See committee minutes dated 20.11.64

E. Reese
 Surveyor to Lloyd's Register of Shipping
 (E. Reese)

FOR CHAIRMAN
CLASSN. CITER

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

Damage 2):-(Located to portside in way of Nos.1 and 2 holds).

Shell plate F4 renewed.

Main framing: 4 frames in No.1 hold and 6 frames in No.2 hold faired in place.

'Tween deck beams: 3 beams each in No.1 and 2 hold repaired.
2 beam brackets in No.2 hold renewed.

'Tween deck stringer plate in way cropped and repaired by an E.W. insert of abt. 1.6m x 1.1m.

No.1-2 bulkhead plating in way cropped and repaired by an E.W. insert of 2.2m x 0.8 m.

Damage 3):- (Located to stem and bow plating p+s)

Soft nose stem plating renewed from D-strake to G-strake (length abt.7.0m)

Bow plates D1 (p+s upper fwd.part), E1 (p+s fwd.part) and F1 (p+s fwd.part) cropped and one new plate of 3.5m x approx.2.5m on top or 0.8m at bottom end fitted (p+s)

G1 (p+s) faired in place.

G2 (s.s.from fwd.) renewed. 5 fore peak frames renewed.

2 floors renewed.

1 breast hook renewed

1 insert of approx. 0.5 sq.m each fitted by E.W. to the fore peak side stringers (p+s).

Fore peak tank top plating repaired by an E.W. insert at fore end.

Fwd.bulkhead of chainlocker cropped at starboard side and repaired by an E.W.insert of approx. 0.5m².

2 side frames and 1 deck beam in way of chainlocker (ss) cropped and repaired in place.

Side shell repairs in respect of all (3) damages satisfactorily hose tested and fore peak tank pressure tested on completion of repairs.

S.R.List No.228 and S.R.L.Appendix:- Nil

Note:- It was stated by the Owners' Representative Mr. Noel, that the class of the ship will be changed from L.R. to Bureau Veritas at Hamburg prior to leaving the port on the 17th December, 1964.

Report on Machinery:- Propeller, stern bush and sea connection fastenings examined and found good. Oil gland tight.

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 to existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed or part renewed	7	10	2	-	stem
Removed, faired and replaced	-	-	-	-	-
Faired or repaired in place	2	12		14	-



© 2021

Lloyd's Register
Foundation

Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name ~~SS~~/MS "ZAGORA"

S.S. (B) Due 8.64

Port

Hamburg

Rpt. No. 14260

	<u>Examined & condition</u>	<u>Examined & condition</u>
In dry dock from	10.12.64	* Air & sounding pipes on deck, yes, good
" " " to	17.12.64	Doublers under " " not examined
Shell plating	yes, good	Steering arrangements (main) yes, good
Sternframe	yes, good	" " (aux) yes, good
Rudder	yes, good	Windlass yes, good
Was rudder lifted?	no	Masts & rigging not examined
Plating, etc. in way of shell openings	yes, good	Hand pumps & suctions not examined
Side scuttles & deadlights	yes, good	W.T. doors yes, good
Overbd. scuppers & discharges	yes, good	Bulwarks, freeing ports, etc. yes, good
F.P. spaces	yes, good	not verified
Chain locker	yes, good	Summer freeboard as verified
A.P. spaces	not examined	
Engine space	yes, good	
Boiler space	none	<u>EQUIPMENT:</u>
Under E. & B.	not examined	Equipment letter r 1 1/2" SQ.
Coal bunker	none	Fee ltr., if diff. from eqpt. ltr. -
Tunnel & well	yes, good	Anchors: No. on board 3 B
Cement, asphalt, etc., on btm. shell	not examined	State if ranged no
Weather decks	yes, good	Length on board stated complete
* Casings	yes, good	Mean dias. range from - to -
* Deckhouses	yes, good	Rule length 440 m Dia. 38 mm SQ.
* Superstructures	yes, good	Mooring ropes sufficient
* Skylights	yes, good	
* Companionways	yes, good	
* Hatchways	yes, good	
* Ventilators	yes, good	

Other items:

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



© 2021

E. Reese
Surveyor to Lloyd's Register of Shipping
(E. Reese)

Foundation

HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	yes, good	F.P. tank	yes, good	yes, good
"	'Tween decks	yes, good	A.P. tank	.	.
			D.B. tanks & c/dams	.	.
No. 2	Hold	yes, good			
"	'Tween decks	yes, good			
No. 3	Hold	yes, good	O.F. bunkers		
"	'Tween decks	yes, good			
			Settling tanks		
No. 4	Hold	not examined			
"	'Tween decks	not examined	Deep tanks		
No. 5	Hold	-			
"	'Tween decks	-	Side tanks		
No. 6	Hold	-	Wing tanks		
"	'Tween decks	-			
			Other tanks:		
	Cargo battens	yes, good			
	Ceiling, etc.	yes, good			

not examined

not tested



© 2021

Lloyd's Register
Foundation