

30 NOV 1964

Ship's Name ~~SS~~MS "ZAGORA". Gross tons 1437
 LR539I56
 Is there a rpt. 9? Yes. Port Antwerp. Rpt. No. 40530
 No. of visits 4 First date 8.II.64 Last date IO.II.64
 Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) HQ.2005
 Date of completing rpt. II.II.64 Surveyed at, if different from Port above -
 Surveyed afloat and/or in D.D. Afloat. Last date of examination in D.D. Supplement DS. IO/63
 Has a Load Line Survey been held? No. Freeboard Marks verified aboard rec^{ds} DS.7/64) Not verified.

3/12/64

State which additional Rpt. 8 is attached: (Cont); ~~DS~~ ~~DR~~ ~~CR~~ ~~DIR~~

Survey fees Damage fee & K₁ Expenses
 £ 8.000. £ 550
 S.A. fee £ 1100.

I have surveyed the above ship in accordance with the Rules for DAMAGE, TEMPORARY REPAIRS, AND EXAMINATION AND PART COMPLETION OF CASABLANCA INTERIM CERTIFICATE (dated 19/8/64) RECOMMENDATION FOR CONDITION OF CLASS.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

This survey confined to the above items.

DAMAGE stated sustained by collision with the "HEINRICK BEHRMANN" in the mouth of the Elbe 6th. November 1964.

DAMAGE N°I situated at bow in way of the Fore Peak tank.

FOUND

1. Soft nose stem plates variously indented (p&s) between 8'-0" & 23'-0" draught marks.
2. Locally indented or slightly holed shell plates, 1st. from forward in the 1st. strake below shelter deck sheer starboard side, and 1st. from forward in the 2nd., 3rd. & 4th. strakes below shelter deck sheer, port and starboard sides.
3. Internal structure in way distorted.

NOW DONE FOR TEMPORARY REPAIRS.

At the Owners' request in view of the ship's stated present commitments and the Owners' statement that it was their intention to drydock in a North European port (stated probably either Rotterdam, Hamburg or Antwerp) for repairs on completion of the scheduled next voyage P.T.O.

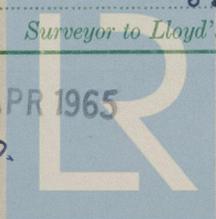
I recommend that this ship remain as classed with/without fresh record of dry docking, subject to "the soft nose stem plates (indented) and the following "set in" or indented shell plates, 1st. & 2nd. from forward in the 1st. strake below shelter deck sheer (s), the 1st. (p&s) and 4th. from forward and the 5th. from aft (p) in the 2nd. below shelter deck sheer, and the 1st. from forward (p&s) in the 3rd. and 4th. below shelter deck sheer, all to be further examined and dealt with as considered necessary at the next drydocking (about 1 month limit), and without condition regarding renewal of air pipe gauzes, and repairs to shell plate F5 (p) and internals (3 months limit) but subject to any other conditions which may at present be attached to the ship's class being dealt with as previously (Where conditions of class are recommended to recommended.

be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.) J. BOYLAN, Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

THURSDAY 22 APR 1965
 See Sam 14260.



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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

Antwerp/Tangiers/Rotterdam, duration 3 to 4 weeks, temporary repairs only were effected at this time.

NOW DONE FOR DAMAGE TEMPORARY REPAIRS.

1. Welded plate patches arranged port and starboard, as considered necessary where shell plates found indented and slightly holed.
2. Distorted internal structure efficiently reinforced by strong bracing and intercostal welded angles as considered necessary.
3. Fore Peak tank pressed and proved tight and efficient on completion.
4. It was stated that the ship had anchored after collision, and although as far as could be seen the anchors were considered to be clear of all damage and in no way effected by the accident in view of the distorted plates, both anchors were lowered and raised and proved they could house efficiently, and the windlass was seen working and considered to work efficiently.

ADDITIONAL.

During the course of the above stated collision damage/survey the following damage was also found.

DAMAGE NOS.2&3.

2. Stated sustained 11th. October 1963 by contact with quay when leaving Dunkirk harbour.
3. Date and cause stated unknown.

FOUND

ADDITIONAL DAMAGE NOS.2&3.

2. Locally indented starboard side shell plate in forecastle space, 1st. strake below shelter deck sheer, and 1st. plate from forward.
3. Port side shell plate 4th. from forward in 2nd. below shelter deck sheer "set in" in way of divisional bulkhead between Nos.1 & 2 holds.

At the Owners' request in view of the ship's stated present commitments and Owners' proposals as reported above, no repairs were effected at this time.

NOW DONE FOR ADDITIONAL DAMAGE NOS.2&3.

Examined and considered to continue tight and efficient meantime.

Condition of class recommended to be applied stated in Casablanca Interim Certificate dated 19th. August 1964 seen on board ship.

"Port shell plate F5 including beams, gussets and frames Nos.31-36 in way being repaired at the first opportunity and no later than 3 months.

Also air pipe gauzes will be renewed at the same time."

NOW DONE FOR THE ABOVE

All shelter deck air pipe non-corrodible metallique gauzes now renewed as found necessary.

At the Owners' request in view of the ship's stated present commitments, and the Owners' proposals as reported above and previously, no repairs to shell plate F5 (s) were effected at this time.

F5 (s) and internals in way now examined and considered to continue efficient.

See Continuation sheet.

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

LR539I56

Port

Antwerp.

Rpt. No.

40530

1.

RECOMMEND.

In view of the Owners' stated intention to drydock the ship for general repairs on completion of the next round voyage (about 4 weeks duration) and the temporary damage repairs, and survey now effected, it is recommended that the Casablanca Interim Certificate Recommendation for Conditions of class dated 19th. August 1964, be modified and included with the other reported damages as follows all being generally considered to be of Category 1 severity, and be included in the Special Reasons List as Conditions of class (the ship was lying afloat and no shell plan was available aboard from which to record plate and strake numbers).

"The soft nose stem plates (indented) and the following "set in" or indented shell plates, 1st. & 2nd. from forward in the 1st. strake below shelter deck sheer (s), the 1st. (p&s) and 4th. from forward and the 5th. from aft (p) in the 2nd. below shelter deck sheer, and the 1st. from forward (p&s) in the 3rd. and 4th. below shelter deck sheer, all to be further examined and dealt with as considered necessary at the next drydocking (about 1 month limit), and without condition regarding renewal of air pipe gauzes, and repairs to shell plate F5 (p) and internals (3 months limit) but subject to any other conditions which may at present be attached to the ship's class being dealt with as previously recommended."

SPECIAL REASONS LIST N°226 - Hull - Nil.

APPENDIX TO SPECIAL REASONS LIST N°14 - Hull - Nil.



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