

COPY

LLOYD'S REGISTER OF SHIPPING

Cert. N^o D. 192



Port BILBAO

1st February, 1965

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This is to Certify that

L.D. PHILLIP and J.M. RUIZ

the undersigned Surveyor to this Society did at the request of the Owners Agents attend onboard the M.S. "BALKAN", 7372 tons gross of Varna on the 23rd January 1965 and subsequently whilst the vessel lay afloat at Santurce and Pasajes for the purpose of ascertaining the nature and extent of damage stated due to ranging against wharf at Santurce on the 18th January 1965 during strong winds.

For further particulars please see ship's log books.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUND

RECOMMENDED

- | | |
|---|--|
| 1. N ^o 5 plate in 1st below mainsheer (ss)(no.from aft) set in over 5 frame spaces in way of tween deck plating | - N ^o 5 plate to be renewed! |
| 2. Tween deck plating adjacent to N ^o 5 shell plate buckled and set down and cement chock flat bar buckled | - Tween deck plating to crop and part renew and part renew chock flat bar. |
| 3. Four shell frames set in and buckled | - Four frames to crop, remove fair and refit. |
| 4. Shell plate in 4th strake below mainsheer (ss) indented between 4th and 5th frame space from fore end of N ^o 2 hold | - Shell plate to fair in place. |

Cont'd 2

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

“While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.”

FOUND

RECOMMENDED

5. Cast iron mooring ring in after end of midship bulwarks (ss) broken and bulwark plating indented
 - Cast iron mooring ring to renew and fair in place bulwark plating.
6. Cast iron bollards at after end of midship deckhouse (ss) broken and upper deck plating in way set up
 - Cast iron bollards to renew complete and fair in place upper deck in way.
7. Cast iron bollards abreast poop deckhouse (ss) broken and upper deck plating in way set up
 - Cast iron bollards to renew complete and fair in place upper deck in way.
8. Bilge plating in way of No 2 Hold (ss) set in together with 24 shell frames and margin brackets slightly buckled. Six in number frame ends in bilge slightly leaking
 - To be examined and dealt with as found necessary in drydock. Note:- As temporary repair fit six cement boxes.
9. Bilge plating in way of midship deep tank (ss) set in together with 9 frames buckled
 - To be examined and dealt with as found necessary in drydock.
10. Bilge plating in way of machinery space set in together with six frames buckled
 - To be examined and dealt with as found necessary in drydock.

It was stated by the Master that the following manilla and wire ropes had been broken whilst being used to moor the vessel alongside the wharf at Santurce on the 18th January 1965.

- 7 - 10" circ manilla ropes each approx. 2180 lbs. in weight.
- 2 - 26 mm. dia. wire rope 200 metres in length.
- 1 - 26 mm. dia. wire rope 130 metres in length.
- 1 - 32 mm. dia. wire rope 120 metres in length.
- 1 - 28 mm. dia. wire rope 140 metres in length.
- 1 - 28 mm. dia. wire rope 115 metres in length.



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It was stated by the Master that sufficient spare ropes were stowed onboard.

At the request of the Master permanent repairs have been deferred until vessel drydocks in Antwerp to which port the vessel is proceeding direct.

The foregoing recommendations were made with a view to placing the hull in the same good and efficient condition as before the alleged casualty occurred.

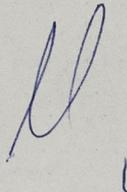
It was finally recommended N° 5 plate etc. in 1st below mainsheer (ssa), indented plate in 4th below mainsheer (ss) in N° 2 hold and starboard side bilge plating together with framing etc., in way of N° 2 hold, Deep Tank and Machinery Space be examined and dealt with as found necessary in Drydock at Antwerp to which port the vessel is now proceeding direct.



Surveyors to Lloyd's Register
of Shipping.

Sgd.: L.D. Phillip for J.M. Ruiz. and
self.

Fee: 2,500 Ptas.
Exp.: 800 Ptas.



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