

REC'D NEW YORK FEB 19 1968

Received London

-1 MAR 1968

Ship's Name SS/MS "HECTOR HAWK" to be "ACAMAR" Port Baltimore, Md.
 Processing Number: LR 514516 Gross tons 16,808 Rpt. No. 13265
 Port of Registry Monrovia Date of build 1959-12 Is there a Rpt. 9? Yes
 No. of visits 4 First date Feb. 5, 1968 Last date Feb. 9, 1968
 Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) Bal 13263.
 Date of completing rpt. Feb. 12, 1968 Surveyed at, if different from Port above -
 Safcon Cert. (ST) Issued & copy herewith? If surveyed in D.D. last date of examination Feb. 6, 1968
 Has a Load Line Survey been held? Yes Summer freeboard as verified Yes

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

Survey fees	Damage fee	Expenses	S.A. fee
Dkg. \$150.00	\$120.00	\$20.00	

I have surveyed the above-named ship in accordance with the Rules for Docking & Damage & Wear and Tear
 Damage stated cause unknown.
 Now Found No. 9 Starbd. Tank

Starbd. web frame found fractured and distorted.
 2 web brackets distorted.
 Shell longitudinal slightly distorted.

Now Done

Starbd. web frame cropped out approx. 36" x 108" and renewed.
 Two web brackets renewed.
 Shell longitudinal faired.

Wear & Tear Repairs

Minor fracture in rudder plating vee'd and rewelded.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

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 a fresh record of dry docking. 2/68 & AS 2/68

(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

NEW YORK

FEB 27 1968

Minute

Sa Bal 13263.

50m, 1,67 (MADE AND PRINTED IN ENGLAND)

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

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SRL

POSTING

HEADER

CERT

01465-01466-01701/2

	†Condition		†Condition
Shell plating	Good	*Hatchways	Good
Sternframe	"	*Ventilators & air pipes	"
Rudder	"	*Casings	"
Was rudder lifted?	No	*Fiddle openings	"
Plating, etc. in way of shell openings	Good	*Skylights	"
F.P. spaces	Not examined	*Flush deck scuttles	None
Chain locker	" "	*Deckhouses & companionways	Good
A.P. spaces	" "	*Superstructures	"
Engine space	" "	*Side, bow & sterndoor	None
Boiler space	" "	*Side scuttles & deadlights	Good
Under E. & B.	" "	*Ash shoots, etc.	None
Coal bunker	None	Scuppers, discharges & valves	Good
Tunnel & well	Not examined	Guard rails & bulwarks	"
Duct keel	None	Freeing ports	"
Cement, asphalt, etc., on btm. shell	Not examined	Gangways & lifelines	"
Weather decks	Good	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	At Deck Good	Means of escape: (a) machinery spaces	Not examined
Windlass	Good	(b) crew and passenger spaces	" "
Masts & standing rigging	Good	(c) spaces in which crew normally employed	" "
Hand pumps & suction	Good	Communications between: (a) bridge & eng. room	Good
W.T. doors	None	(b) bridge and alternative steering position	"
Fire equipment	Not examined	Steering control systems (main and alternative)	Good
Other items:		Helm indicator	Good
		Protection of aft steering wheel & gear	Good
		Steering arrangements (main)	Good
		" " (aux.)	Good

†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

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 action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

Now issued See S.E.2 attached.

EQUIPMENT:

Equipment letter

1 /

Fee ltr., if diff. from eqpt. ltr.

Anchors: No. on board

3 B

Cables

State if ranged Not ranged

Length on board Stated complete

Mean dia. range from

Rule length

Mooring ropes sufficient

to
Dia. 2 5/8 sq

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

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Port Baltimore

Rpt. No. 13265

SRL 281- The Owners stated that the deep cofferdam had been dealt with in Rotterdam in October.

Appendix 21 Shell plates No.10 in first below, No.9 in second below and No.8 in four below have now been specially examined and considered of a very minor nature. The internalls were examined and dealt with as in the body of the report on damage. It is submitted that this item be deleted from the Appendix.

Note for Register Book

"ACAMAR" ex "Hector Hawk"

Monrovia ex London

Liberian ex British

Owners - Compania De Navigazione, Calidimar S.A. Panama

Managers Agents - Calmor Shipping Inc.
15 Park Row
New York, New York

Memme 794

R.H. Banks



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