

Ship's Name SS/~~MS~~ "CHRISTIAN S." **REC'D NEW YORK NOV 30 1962** Gross tons 2884

Is there a rpt. 9? **Yes** Port **Balboa, C. Z.** Rpt. No. **Boa. 4736**
 No. of visits **15** First date **11 Oct. 1962** Last date **9 Nov. 1962**
 Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **Yes** Last rpt. (H.Q. only) **4588 - Boa**
 Date of completing rpt. **26 Nov. 1962** Surveyed at, if different from Port above **Cartagena, Colombia**
 Surveyed afloat and/or in D.D. **Both** Last date of examination in D.D. **6 Nov. 1962**
 Has a Load Line survey been held? **Yes** Freeboard Marks verified **Yes**

State which additional Rpt. 8 is attached: (Cont); (PS); (~~DR~~); (~~KG~~); (~~Big~~)

Survey fees	Damage fee	Expenses
\$735.00	\$200.00	\$287.10
175.00 - W&T rprs. <i>of</i>	60.00	45.00 - Dge. S.A. fee

have surveyed the above ship in accordance with the Rules for **Docking and Hull Special Survey C", Damage and Alterations.**

Ship placed on dry dock 29 October, 1962.

Ship undocked 6 November, 1962 at the Base Naval, Cartagena, Colombia.

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

hell plating, stern frame, rudder, the holds, peaks, deep tank, engine and boiler spaces, bilges and limbers, frames and bulkheads all examined and found or placed in good order.

ll double bottom, settling, fore and after peak and deep tank internally examined as were hold tank tops and tunnel plating. All tanks tested after internal examination.

ecks, machinery casings, superstructures, skylights, companionways, ventilators, air pipes together with their opening and closing appliances, hatchway coamings, covers, beams and supports, tarpaulins and covers all examined, found or placed in good order, as was the chain locker.

asts, rigging, anchors and chain cable (ranged) examined and placed in good order.

I recommend that this ship remain as classed with/without fresh record of dry docking **DS 11.62** and with notation **SS 11.62.**



ALSO FOR	9
SPL FOR	
TRO	
SRL	✓
POSTING	<i>Mark</i>
HEADER	
CERT	
22-1-63	D

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 DEC 12 1962

Surveyor to Lloyd's Register of Shipping

Minute

DS 11.62, without spl. conditions
SS 11.62
ES 11.62
MBS 11.62

003116-003123-0085 1/2

Lloyd's Register Foundation

The wasted deck plating between Nos. 3 and 4 holds now renewed.

The wasted deck plating between after No. 4 hatch coaming and poop bulkhead cropped and part renewed.

The steering gear and its connections, and control gear, windlass, chain locker, watertight doors, freeing ports, deadlights, scuppers and discharge pipes, as well as air and sounding pipes, examined, found or placed in good condition.

Damage, stated to have been sustained through encountering heavy weather with subsequent disablement resulting from steering gear failure on 9 and 10 May, 1962, during a voyage from Walton, St. John to Port of Spain.

Damage repairs now effected:

Twenty three feet of set in and torn starboard bulwarks, and thirty feet port bulwark plating renewed including distorted and buckled stanchions in way.

All splintered and broken hatchboards renewed including three missing and four torn tarpaulins. The holed port and starboard boat deck ventilators part renewed.

Alterations:

The section of deep tank occupying the lower half of the No. 2 hold fitted after ship was built, now eliminated by removal of deep tank top plating and heating coils between frame Nos. 95 and 117, and now fitted as original.

The eight openings on bulkhead between frames Nos. 94 and 95 were closed by fitting covers welded both sides and reinforced with welded stiffeners, to close the deep tank between frames 86 and 95 which extends to main deck. This deep tank which was fitted at some time previously has a center line bulkhead. Afterwards all tested and proven tight. The No. 2 hold between bulkhead 95 and 117 now fitted with wood ceiling.

The spare bower anchor purchased from U. S. Navy appears similar to the Liberty Anchors now on board of which there are two already fitted, namely, No. 16603 and No. 16072, WT. 5355 and 5187 respectively, with corresponding certificates. The one now furnished has a weight mark of 5000.

SRL No. 193: Items can now be deleted.

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

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed			6		
Removed and faired or replaced					
Faired or repaired in place					

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

Ship's Name SS/~~xxx~~ "CHRISTIAN S."

S.S. ("C") Due Nov. /61.

Port Balboa, C. Z. Rpt. No. Boa. 4736

Examined & condition		Examined & condition	
In dry dock from	29 Oct. 1962	* Air & sounding pipes	Good
" " " to	6 Nov. 1962	Doublers under	Yes
Shell plating	Good	Steering arrangements (main)	Good
Sternframe	Good	" (aux)	Good
Rudder	Good	Windlass	Good
Was rudder lifted?	No.	Masts & rigging	Good
Plating, etc. in way of shell openings	Good	Hand pumps & suction	-
Side scuttles & deadlights	Good	W.T. doors	Good
Overbd. scuppers & discharges	Good	Bulwarks, freeing ports, etc.	Good
F.P. spaces	Good	Summer freeboard as verified	4'-06"
Chain locker	Good		
A.P. spaces	Good		
Engine space	Good		
Boiler space	Good		
Under E. & B.	Good		
Coal bunker	-		
Tunnel & well	Good		
Cement, asphalt, etc., on btm. shell	-		
Weather decks	Good		
* Casings	Good		
* Deckhouses	Good		
Superstructures	Good		
* Skylights	Good		
Companionways	Good		
* Hatchways	Good		
* Ventilators	Good		

EQUIPMENT:

Equipment letter	"U"
Fee ltr., if diff. from eqpt. ltr.	-
Anchors: No. on board	3-B.
State if ranged	Yes
Length on board	270
Mean dias. range from	1-7/8" to 1-15/16"
Rule length	270 Dia. 1-15/16"
Mooring ropes	Good

Other items:

The Certificate for the spare bower anchor noted in Report No. 4493 in November, 1961 supplied by the U. S. Navy has not been located.

However, as far as could be determined the number is 5000 with an approximate weight of Head 3500#, Pin 300#, and Shank 1200#. Now tested as per attached report.

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"

HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition	
No. 1	Hold	Good	F.P. tank	Good	Yes	Sound
"	'Tween decks	None	A.P. tank	Good	Yes	Sound
			D.B. tanks accidents			
			No. 1:	?	?	
No. 2	Hold	Good	No. 2 P&S	Good	Yes	Sound
"	'Tween decks	None	No. 3 P&S	Good	Yes	Sound
			No. 4 P&S	Good	Yes	Sound
			No. 5 P&S	Good	Yes	Sound
No. 3	Hold	Good	O.F. bunkers			
"	'Tween decks	None				
			Settling tanks	Good	Yes	Sound
No. 4	Hold	Good				
"	'Tween decks	None				
			Deep tank*	Good	Yes	Sound
No. 5	Hold	-				
"	'Tween decks	-	Side tanks	-		
No. 6	Hold	-	Wing tanks	-		
"	'Tween decks	-				
			Other tanks:	-		
	Cargo battens	Good				
	Ceiling, etc.	Good				



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