

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6.9.56 19... When handed in at Local Office 6.9.56 19... Port of Piraeus
No. in Reg. Book 67114 Survey held at Piraeus Date, First Survey 18.6.56 Last Survey 27.7.56 19...
(No of Visits 15)

on the ~~Wood, Iron~~ Steel S.S. "KYRIAKOULA"
Built at Sld. By whom S.P. Austin & Son Ltd. When YEAR 1921 MONTH 10
Owners Santa Barbara Cia. De Nav. S.A. Owners' Address
(If not already recorded in Appendix to Register Book)
Managers Port belonging to Puerto Limon

TONNAGE: — Built at Sld. By whom S.P. Austin & Son Ltd. When YEAR 1921 MONTH 10
GROSS 2294 Owners Santa Barbara Cia. De Nav. S.A. Owners' Address
UNDER DK. — Managers Port belonging to Puerto Limon
NET 1346
Surveyed Afloat or in Dry Dock? Both Name of Dock Govt. Graving Dock Destined Voyage
Cell DBor DBa feet; uE&B feet; f feet
Yes total capacity tons. FPT tons; APT tons; MT feet tons.
No only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.
Last Report, No. 15627 Port Esp.

Periodical Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form State also the dates and initials of any letters respecting this case

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1	+LMC 2,52
1,55	BS 11,54
ssShl.- 2,52	TS CL 1,55
(Dr) 10,47	

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else P if so, by whom P

REPAIRS, OR EXAMINATION AS PER RULE FOR Special Survey (due 2.56. Ship 35 years old), Oil Fuel Conversion and Damage.

Now done for Special Survey: Ship placed in drydock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked on the 23rd July, 1956.

EXAMINED: All holds, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of sidelights, decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts (no wedges), rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coamings and covers, air and sounding pipes (striking plates fitted, casings, and boats.
Freeboard verified and a Renewal Load Line Survey completed at this time.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	"	Cement work	"	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from aloft
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)	none
Frames	"	Have pumps been examined and found efficient?	Yes.	Planking	"	Equipment letter	-
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	"	Anchors, No. of	3Bs 1S
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes.	Treenails	"	Cables (State if now ranged)	Yes.
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	"	" length	240fms mean diam. 1 7/8"
Floors	"	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches	"	" Rule length	- size -
Keelsons	"	Doubling Plates under Sounding Pipes	Yes.	Timbers of Frame at openings	"	Chain Locker	Good
Stringers	"			" " at other places	"	Hawsers & Warps	Good & suff.
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Standing and Running Rigging	Good.
Have the Tanks been examined internally	Yes.			Salting	"	Sails	-
Have the Tanks been tested?	Yes.			State if examined			

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to remain as now classed in the Register Book and to have notations of ss Pir.-7.56, "Fitted for Oil Fuel 7.56 F.P. above 150° F" and record of Docking Survey 7.56.

Survey Fee (per Section 23)	£330. 0. 0.	Fees applied for,	6.827.81 56
Special Damage Fee Fee (if any) (per Section 23)	£ 60. 0. 0.	Received by me,	19
Travelling Expenses (if chargeable)	£ 5. 4. 9.		
Second Surveyor's Fee (if any) Stamps	£ 12. 9.		

Committee's Minute
Character Assigned 7.56 Pir without spl con (h) subject (m)
SS Pir - 7.56 + LMC 7.56
S. 7.56 sps 7.56 fitted for OF 7.56 FP above 150° F.
THURSDAY 1 NOV 1956
Surveyor to Lloyd's Register of Shipping.
NOTED FOR POSTING
CERTIFICATE WRITTEN
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11 SEP 1956

Manager

Is Certificate required? if so, to be sent to 003964-003970-0113/14

S.S. "KYRIAKOULA"

'C' 6 starboard side indented and faired in place.
 'C' 8 starboard side indented and faired in place.
 'C' 9 starboard side indented and faired in place.
 'C' 10 starboard side indented and faired in place.
 'D' 14 starboard side badly set up and renewed.
 'E' 9 starboard side badly set in and fractured and renewed.
 'E' 10 starboard side badly set in and fractured and renewed.
 'E' 11 starboard side set in and fractured and renewed.
 'E' 12 starboard side set in and fractured and renewed.
 'F' 11 starboard side set in and fractured and renewed.
 Bilge keel port side part missing and part buckled and part renewed and part removed, faired and refitted.
 Bilge keel starboard side part missing and part buckled and part renewed and part removed, faired and refitted.
 75 floors and shell angles in way above buckled and cropped and part renewed.
 23 shell frames in way badly buckled and cropped and part renewed.
 29 bilge brackets in way badly buckled and renewed.
 'E' 10 port side set in and fractured and renewed.
 'E' 11 port side set in and fractured and renewed.
 'E' 12 port side set in and fractured and renewed.
 Tank top plating and shell connecting angle bar in way 'E' strake plating port and starboard sides buckled and cropped and part renewed.
 Aft deep tank forward bulkhead port and starboard sides buckled and cropped and part renewed.
 Cement boxes removed from deep tank, No. 4 bilge wells, boiler room port and starboard sides and side tanks port and starboard.
 Bottom cement renewed in tanks in way repairs.
 Tank top ceiling removed in way damage for access and tank testing and part renewed.
 Tanks tested as per Rules on completion of repairs.

No. 2 occurrence. Due to grounding on the 27th February, 1956 whilst on a voyage from London to Copenhagen.

The following permanent repairs have now been satisfactorily completed:-

(a) Damage due to grounding.

Shell plating numbered from forward.

'A' 4 port side slightly set up and removed, faired and refitted.

'A' 5 port side indented and faired in place.

(b) Damage sustained by Salvage Boat (refloating).

No. 7 plate 1st strake above main sheer port side indented and faired in place.

No. 10 plate 1st strake below main sheer port side indented and faired in place.

No. 3 plate 2nd strake below main sheer starboard side way and removed, faired and refitted.

No. 4 plate 2nd strake below main sheer starboard side wavy and faired in place.

No. 5 plate 2nd strake below main sheer strake starboard side indented and faired in place.

8. 6943.

Shell plating drilled where considered necessary and any parts of the structure found defective were renewed as original.

EXAMINED (internally) and TESTED: Fore and after peak tanks, all double bottom tanks, O.F. bunkers and settling tanks and tunnel side tank, and deep tank.

All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

Damage Survey (Rpt. 10 No. D. 6958 attached herewith).

No. 1 occurrence. Due to grounding on the 24th June, 1955 whilst on a voyage from Aarhus to Hango.

The following repairs were now completed satisfactorily:-

Shell plating numbered from aft.

No. 2 keel plate set up and cropped, part renewed and part faired in place.

No. 2 keel plate badly set up and renewed.

No. 4 keel plate badly set up and renewed.

No. 5 keel plate slightly set up and faired in place.

'A' 3 starboard side badly set up and renewed.

'A' 4 starboard side badly set up and renewed.

'A' 5 starboard side badly set up and renewed.

'A' 6 starboard side slightly set up and removed, faired and refitted.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Stream													
	Kedge													

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.	Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.					
					Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.

'A' 7 starboard side badly set up & fractured and renewed.

'A' 8 starboard side slightly set up and removed, faired and refitted.

'A' 9 starboard side slightly set up and removed, faired and refitted.

'B' 6 starboard side badly set up and renewed.

'B' 7 starboard side slightly set up and removed, faired and refitted.

'B' 8 starboard side badly set up and renewed.

'B' 9 starboard side badly set up and renewed.

'B' 10 starboard side slightly set up and removed, faired and refitted.

Continued/.....



S.S. "KYRIAKOULA"

No.4 plate 3rd strake below main sheer strake indented and faired in place.

No.5 plate 3rd strake below main sheer strake starboard side indented and faired in place.

No.3 plate forecastle sheer port side badly set in and cropped and part renewed. Cope iron cropped and part renewed.

Deck connecting angle bar cropped and part renewed.

Bulwark plating fore well port side set in and faired in place. 13 bulwark stanchions removed, faired and refitted.

Bulwark rail removed, faired and refitted.

Bulwark plating aft well port side set in and faired in place. 13 bulwark stanchions removed, faired and refitted.

Bulwark rail removed, faired and refitted.

Poop deck sheer strake plates port side set in above deck and faired in place. Cope iron in way removed, faired and refitted.

Deck connecting angle bar in way ~~to~~ cropped and part renewed.

Poop deck stringer plates in way port side buckled and cropped and part renewed.

Forecastle sheer No.3 plate starboard side badly set in and cropped and part renewed. Cope iron in way cropped, part removed, faired and refitted.

Deck connecting angle bar cropped and part renewed.

Bulwark plating starboard side fore well set in and fractured. 1 bulwark plate renewed and remainder faired in place. Bulwark rail removed, faired and refitted.

13 bulwark stanchions removed, faired and refitted.

Bridge deck bulwark plating starboard side set in and faired in place. 3 bulwark stanchions removed, faired and refitted.

Bulwark plating aft well starboard side set in and faired in place. 11 bulwark stanchions removed, faired and refitted.

Rudder plate and arms distorted and removed to workshop, faired and refitted.

No.3 occurrence. Due to grounding on the 6th June, 1956 whilst on a voyage from Port Sudan to Piraeus.

On examination in the Government Graving Dock no damage was found attributable to the above occurrence.

Repairs now effected (wear & tear).

Main deck plating renewed complete between Nos. 1 and 2 hatches.

Main deck 1 plate renewed starboard side forward.

Main deck 1 plate renewed starboard side aft.

Bridge deck 1 plate renewed port side and 2 plates renewed starboard side.

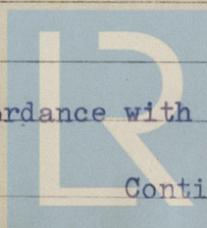
Hatch coaming aft end No. 1 hatch renewed. ~~29~~

29 hatch cleats renewed.

40 hatch covers renewed.

O.F. Conversion. (As per approved plans 15.6.56).

The construction of oil fuel bunkers has been carried out in accordance with the



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Continued/

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Rpt. 9a

Port of Piraeus

Continuation of Report No. 6943

dated 6th September, 1956 on the

S.S. "KYRIAKOULA"

approved plans and as per Rules.

Upon completion the tanks were tested to Rule Requirements and found tight.

S.R.L. items.

Drydocking grounding now dealt with.

Repairs to indented shell plating etc. (p.s.) in way No.4 hold now dealt with.

It is submitted that the above items be now deleted from the S.R.L.

Condition.

The general condition of this vessel is considered as good.

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