

Lloyd's Register of Shipping.



Port

KIRL

15th October, 1949

This is to Certify that

the undersigned Surveyor to this Society did at the request of

Messrs. Cellatly, Hankey & Co. Ltd., Hamburg (Lloyd's Agents) on behalf of Master and Owners of the S.S. "HEIKA", 1388 tons gross, of Oslo, survey the vessel as she lay on the floating dock at Wlensburg on the 16th of August 1949 and subsequently on account of damages stated sustained as under (for details refer ship's log.)

DAMAGE I as a result of Grounding at Sevilla on the 24th August 1948.

DAMAGE II as a result of striking the wall whilst en route through the Manchester Ship Canal on the 1st December 1948.

DAMAGE III as a result of striking the quay wall leaving Eastham during high wind on 26th February 1949.

DAMAGE IV as a result of striking the pier head at Latsford during high wind on the 27th March 1949.

DAMAGE IFOUNDKEEL PLATES

Nos. 1, 2, 3 & 8 indented and set up.

KEEL PLATES

Nos. 6, 10 & 11 badly indented.

PORT SIDEShell plates

A. 1 and 13 slightly indented.

A. 2, 3, 7, 8 & 12 indented and set up.

B. 1 & 6 set up and indented.

B. 2 heavily indented.

C. 2 & 12 indented.

RECOMMENDED

Remove, fair and refit.

To renew.

To fair in place.

To remove, fair and refit.

To remove, fair and refit.

To renew.

To remove, fair and refit.

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Not rendered from
Lond 26. OCT. 1949

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Surveyor to Lloyd's Register of Shipping.

E.T.O.

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."

C. 2 faired in place.
B. 4 faired in place.
C. 4 & 5 renewed, C. 12 removed, faired and refitted.

C. 6
D. 4

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- 2 -

Lloyd's Register of Shipping

DAMAGE NO. I (Ctd.)

FOUND

STARBOARD SIDE

A. 2, 8 & 9 indented.
B. 2 & 9 "
C. 2 & 7 "
D. 2, 3, 4, 6 & 7 "

RECOMMENDED

All remove, fair and refit.

To remove, fair and refit.

To remove, fair and refit.

To remove, fair and refit.

To remove, fair and refit.

To remove, fair and refit.

To remove, fair and refit.

Rudder to lift and bushes to renew.

Sea valves to open up for examination.

All disturbed work to replace or part renew as found necessary.

The above recommendations were made with a view to placing the vessel in the good and efficient condition as she was before the casualty. These repairs have now been satisfactorily carried out and tanks tested.

All materials used was certified and checked as complying with requirements.

For these repairs, the vessel was on the dock 15 days.

DAMAGE II

FOUND

PORT SIDE SHELL PLATES

C. 4 & 5 and D. 4 & 5, all heavily indented.

D. 1, 2, 8 & 9 indented.

B. 4, C. 6 and D. 3 slightly indented.

RECOMMENDED

To renew.

To remove, fair and refit.

To fair in place.

STARBOARD SIDE

D. 5 heavily indented.

C. 8, & D. 1, 9, 10 & 11 slightly indented.

4 tank margin brackets in way buckled.

To fair in place.

To remove, fair and refit.

All disturbed work to replace or part renew as found necessary and tanks tested.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
“While the Committee of the Society has their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member or any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any publication of the Society, or for any error or omission of judgment, default or negligence of any of its Surveyors or any Member thereof, or other Officers or Agents of the Society.”

(MADE AND PRINTED IN ENGLAND.)

Date of Writing

No. in Ser

COPY.

25 OCT 1949

CONTINUATION OF REPORT 10 dated 15th October 1949, on the S.S. "HETIKA"

DAMAGE II (Ctd.)

The above recommendations were made with a view to placing the vessel in the good and efficient condition as she was before the casualty. These repairs have now been satisfactorily carried out and tanks tested.

All materials used was certified and checked as complying with requirements.

For these repairs, the vessel was 6 days on the dock.

DAMAGE III

FOUND

STARBOARD SIDE SHELL PLATES

E. 9 & G. 2 badly indented.

F. 4 & 5, slightly indented.

F. 3, 4, 8 & 9

G. 3, 4 & 5

H. 3 & 4

F. 2 & 6 slightly indented.

G. 7, 8, 9 & 10 indented.

12 deck stringer plate and angles in way buckled.

12 bulb angle plates in way set in.

4 angle frames set in.

12 beam knees buckled.

8 deck beams slightly set over at ends.

4 stringer brackets buckled.

All disturbed work replaced or part renewed as found necessary.

The above recommendations were made with a view to placing the vessel in the good and efficient condition as she was before the casualty. These repairs have now been satisfactorily carried out.

All materials used was certified and checked as complying with requirements.

For these repairs, the ship was on the dock 7 days.

DAMAGE IV

FOUND

PORT SIDE SHELL PLATES

E. 4, 5 & 8

F. 1, 2, 4, 5, 6 & 7

G. 6 & 11

H. 2 & 6

J. 2

All indented and set in.

RECOMMENDED

All remove, fair and refit.

- 4 -

(MADE AND PRINTED IN ENGLAND.)

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DAMAGE IV (Ctd.)
FOUND

RECOMMENDED

(LLOYD'S REGISTER)

PORT SIDE SHELL PLATES (Ctd.)

B. 1, 2, 3 & 6 slightly indented. } all fair in place.
F. 3 & 10 }
G. 2 & 3 }

9 main frames in way set in. To fair in place.

One intermediate frame set in. To remove, fair & refit.

One length bulwark rail 6 ft. long set in. To remove, fair and refit.

1 deck stringer plate buckled locally. To crop and part renew, and air and sounding pipes to remove and

1 deck stringer angle set in. To crop and part renew.

2 bulwark stanchions buckled. To remove, fair and refit.

All disturbed work to replace or part-renew as found necessary.

The above recommendations were made with a view to placing the vessel in the good and efficient conditions as she was before the casualty. These repairs have now been satisfactorily carried out.

All materials used was certified and checked as complying with requirements.

For these repairs the ship was on the dock 7 days.

These various repairs were carried out concurrently and the days shown for each job are a fair apportionment. The accounts which are attached are duly attested and are considered fair and reasonable.

The vessel was docked on the 15th August 1949.

The vessel undocked on the 23rd September 1949.

But now work was carried out for 4 days awaiting the Owners' decision concerning the delay to the vessel if all the repairs were effected at this time.

[Signature]
Surveyor to Lloyd's Register of Shipping.

DAMAGE V
FOUND

RECOMMENDED

B. 1, 2, 3 & 6 slightly indented. To remove, fair & refit.

1 tank margin bracket in way buckled. To remove, fair & refit.



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