

Ship's Name ~~SS~~/MS "NORWID" LR 525791 Gross tons 5512  
 Is there a rpt. 9? no Port Buenos Aires Rpt. No. 38700  
 No. of visits three First date 14-1-66 Last date 2-2-66  
 Interim Cert. issued Damage rpt. issued  
 & copy herewith? yes & copy herewith? no Last rpt. (H.Q. only) *Perms 30767*  
 Date of completing rpt. 2-2-66 Surveyed at, if different from Port above -  
 Surveyed afloat and/or in D.D. afloat Last date of examination in D.D. -  
 Has a Load Line Survey been held? no Freeboard Marks verified no

State which additional Rpt. 8 is attached: ~~=====~~

Survey fees	Damage fee	Expenses
cond. of class 15.000.00	-	900.00
		S.A. fee - <i>hr</i>

I have surveyed the above ship in accordance with the Rules for condition of class concerning the forecastle deck plating and bulwarks stated caused by heavy weather in December 1965.

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

Set down and torn focsle. deck plating, at forward end of focsle deck in way of the 3rd, 4th and 5th focsle deck bulwark stays from forward port and starboard, cropped and substantial electric welded inserts fitted. The existing bulwark stays were reconnected to the deck by electric welding. A small fracture occurring in the welded connection of the 2nd starboard side bulwark stay from forward and the focsle deck was veed out and electrically welded. The buckled ventilator cowls (X) of the port and starboard ventilators on the focsle deck serving No 1 hold removed faired and refitted. Fractured weld connection of 4th beam from forward to focsle deck plating cut out and rewelded.

(X) The above cowls are fitted on top of substantial coamings and contain electrically driven air circulating fans. At the top of each cowl is a hinged cover provided with W.T. packing. The ventilator coamings were not damaged.

I recommend that this ship remain as classed with/without fresh record of dry docking and without condition concerning the forecastle deck.

(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

Minute

*John H. C. Robertson*  
 J.H.C. ROBERTSON - T.L. PALMER  
 Surveyor to Lloyd's Register of Shipping

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*See minute on H.Q. Report*

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

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

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



The Owners Representative requested that repairs to the bulwark plating be deferred meanwhile. As the set in of the plating is very slight and the bulwark stays are not damaged it is considered that this constitutes a category 2 (b) damage the repair of which may be left to the Owners convenience. The repairs now effected may be considered permanent.

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

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



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