

31. OCT. 1966

Ship's Name SS/MS "GERRY-S" Port Barcelona  
 Processing Number: LR 512999 Gross tons 500 Rpt. No. 8633  
 Port of Registry Rotterdam Date of build 1952-12 Is there a Rpt. 9? no  
 No. of visits 1 First date and Last date 18-10-66  
 Cert. B issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only) RS 63054  
 Date of completing rpt. 20-10-66 Surveyed at, if different from Port above  
 Safcon Cert. (ST) issued & copy herewith? no If surveyed in D.D. last date of examination 18-10-66  
 Has a Load Line Survey been held? no Summer freeboard as verified 17 cm.

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

Survey fees	Damage fee	Expenses
D.S. Pesetas 1.025,--		40,-- Pesetas
2,70% Tax 28,--		
		S.A. fee

I have surveyed the above-named ship in accordance with the Rules for Annual and drydocking surveys and damage.

Minor repairs only carried out to items on deck.

Damage. It was stated that on arrival at Palamos on 9-10-66 after passage from Peterhead, Scotland, in loaded condition, a round bar was found protruding through E. R. bottom shell plating portside, between frames 21/22 approx. 4'-0" from centreline. This bar was removed by a diver and a temporary plug fitted.

Now done. Temporary plug removed, revealing a round hole approx. 2" dia. A circular doubling fitted externally over hole and welded inside and outside. Doubling satisfactorily hose tested and repair accepted as being of a permanent nature.

S.R.L. 259. Set in and or indented n° 3 keel plates from aft. and shell plates G4, 5 & 6 H4, 5 & 6 (ps. from aft.) to be specially examined and dealt with as necessary next drydocking.

Now done: These items now specially examined and found to be efficient meantime. It is recommended that these items be continued in S.R.L.

S.R.L. Appendix 18. Nil

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 without fresh record of dry docking. 10/66 subject to set in or indented n° 3 Keel plate from aft. and shell plates G4, 5 & 6 H4, 5 & 6 (ps. from aft.) being specially examined and dealt with as necessary next drydocking, and to any other conditions at present attached to the ship's class being dealt with as previously recommended

(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

FRIDAY - 2 DEC 1966

DS 10.66 subject

Surveyor to Lloyd's Register of Shipping

D. Trigg

FOR CHAIRMAN  
CLASSN. CITEE

ALSO FOR

SPL FOR

TRO. DEPT.

SRL

POSTING

HEADER

CERT

White Sea

012620-012623-0022

2 NOV 1966



†Condition		†Condition	
Shell plating	Good	*Hatchways	good
Sternframe	good	*Ventilators & air pipes	good at deck
Rudder	good	*Casings	good
Was rudder lifted?	no	*Fiddle openings	good
Plating, etc. in way of shell openings	good	*Skylights	good
F.P. spaces	N.E.	*Flush deck scuttles	none
Chain locker	N.E.	*Deckhouses & companionways	good
A.P. spaces	N.E.	*Superstructures	good
Engine space	N.E.	*Side, bow & sterndoors	none
Boiler space	N.E.	*Side scuttles & deadlights	good
Under E. & B.	N.E.	*Ash shoots, etc.	good
Coal bunker	none	Scuppers, discharges & valves	good
Tunnel & well	NE	Guard rails & bulwarks	good
Duct keel	NE	Freeing ports	good
Cement, asphalt, etc., on btm. shell	NE	Gangways & lifelines	None
Weather decks	good	Fittings & appliances for timber deck cargoes	none
Sounding pipes with doublers under	good at deck	Means of escape:	
Windlass	NE	(a) machinery spaces	
Masts & standing rigging	good	(b) crew and passenger spaces	
Hand pumps & suction	good from deck	(c) spaces in which crew normally employed	generally
W.T. doors	good	Communications between:	examined.
Fire equipment	good	(a) bridge & eng. room	
		(b) bridge and alternative steering position	found good
		Steering control systems (main and alternative)	
Other items:		Helm indicator	
		Protection of aft steering wheel & gear	
		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:—

Dutch Government Certificate No 36/66 expiry date 1-2-67

#### EQUIPMENT:

Equipment letter j  
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 dias. range from — to —  
Rule length 385 m Dia. 32 mm  
Mooring ropes sufficient

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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