

Rpt. 8

WRECK SECTION

Port Piraeus

No. 8296

Date of writing Report 19.1.60 When handed in at Local Office 19.1.60

Received London 25 JAN 1960

Survey held at Kynosoura & Piraeus No. of Visits 3

First Date 2.12.59

Last Date 19.12.59

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

01515 on the Iron or Steel S.S. "ANDREAS G"

Tons gross 4913

Built at Nwc.

By Whom Palmers' Co.Ltd.

When Year 1929 Month 8

Owners Santa Cruz Cia.Nav.S.A.

Owners' address (If not already in R.B.)

Managers - Port of Registry Beirut

Surveyed Afloat or in Drydock Both Name of Dock Govt. Graving Dock Date of last examn. in Drydock 19.12.59

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 23050 Port Gen

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated.

Table with columns: SHIP'S CLASS, Date of Special and of Drydocking Surveys, etc., Machinery. Rows include +100A1 with freeboard, SS(Dr) 10,56, DS 6,57, +LMC, ES 10,56, MBS 7,56, TS CL 11,55, SPS 10,56.

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

Yes. Freeboard as marked on ship and now verified ft ins

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Docking Survey & Damage Survey (Rpt.No.8286 attached herewith) Damage 1 Heavy weather on voyage from Marmagôa (India) to Genoa, from the 31st December, 1957 to 25th January, 1958.

FOUND:

Nos.1 and 7 frames in No.1 hold s.s. fractured with plate, in way 2 small fractures about 6".

No.1 hold p.s. No.4 frame fractured.

Tonnage well (s.s.) freeing port flaps welded to shell plating stated to have been leaking and repaired by means of a cement box.

No.2 Hold S.S.

No.11 frame aft bulkhead fractured.

Engine Room s.s.

Nos.4,12,13 frames horizontal fractures.

RECOMMENDED:

Frames to vee out, weld and compensating plates to fit on either sides. Fracture in plate to be cut out and 2 inserts 1'-0"x 1'-6" welded in place.

Fractured plating to cut out and insert 1'-6"x 1'-0" to fit.

Cement box removed and no damage found.

Fracture to vee out, weld and compensating plates to fit on either face.

Fractures to vee out, CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS table with columns: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Inner Bottom Plates, Deck Plates, Beams, Other Items. Rows: Renewed, Removed and Faired or Repaired, Faired or Repaired in place.

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? Now.

Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel is eligible in my opinion to remain as now classed in the Register Book with fresh record of D.S. 12,59, subject to bent stem bar and buckled plates Al p & sq to the cross bunker not being used for O.F. until permanently repaired and being dealt with on vessel's arrival at Japan.

+ ENO ETS call (NOON) 7/12

E. F. Reid Surveyor to Lloyd's Register of Shipping

THURSDAY 3 MAR 1960

Date of Committee

Minute

SS 12.59, subject (w.m.)

MBS 12.59

Noted for Heads

Note Pie (w.m. suby (w))

Route Hob. (w.m. suby)



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Lloyd's Register Foundation

TABLE 1

"ANDREAS G"

25 JAN 1960

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR: Dkg. & Dge. SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Good.	F.P. Tank		
Rudder lifted	No.	A.P. "		
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks		
Holds		Deep Tanks		
Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Side Tanks		
After " "		Wing Tanks		
Engine Space		Other Tanks		
Boiler		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	-	
		Have Struts in Cargo Tanks (of Tankers) been removed?	-	
		Have Tanks been Retested as necessary after completion of any Repairs?	-	

Rpt. 9a
Port of Piraeus
Continuation of Report No. 8296 dated 18.1.60 on the "ANDREAS G"

FOUND: RECOMMENDED:

Chief Engineer accommodation deckhouse boundary bar bulkhead coaming stated cracked (cement box fitted previously) repaired as found necessary.

Air pipe abreast the above deckhouse partly broken. To renew.

Upper deck No.3 hatch cracked in way of fwd. s.s. and aft p.s. boundary bar. Fractures to vee out and weld.

About 2 1/2 m. of deck pipe protection plating missing abreast No.4 hatch stbd. to renew. Cross Bunker. *Not Class (1949)*

Approx. 30 rivets show evidence of leakage. To cap with E.W.

Centre line bulkhead 2 pieces of O.T. bulkhead missing. To renew. This item was not carried out at this time and the tanks are not to be used for O.F. until repaired on arrival at Japan.

All the above items have been dealt with to my satisfaction with the exception of Chief Engineer's accommodation deckhouse boundary bar bulkhead coaming and the 2 items in the cross bunker, and the 2 1/2" deck pipe protection plating.

Have the spaces now surveyed been cleared and cleaned as necessary? Yes for damage survey only.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No.

Have the bilges been cleaned out and examined? No. Has cement in bottom been examined? Forepeak only

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No.

Has a Load Line Survey been held? No. If so, state which.

Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling and Cargo Battens		Sluice Valves examined and found	
" " in way of side scuttles	"	Cement or Asphalt		Air and Sounding Pipes	Above dk. Good.
Rudder and Sternframe	"	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	from dk.
Coamings and Casings	"	Companionways and Skylights	"	Chain Locker	
Beams and Fastenings	"	Shell Openings	"	EQUIPMENT	
Frames	As seen for damage Good	Ash Shoots	-	Equipment Letter	Stated sufficient
Reverse Frames		Overboard Discharges and Scuppers	-	Anchors, No. of	Condition
Longitudinals		Freeing ports	Good.	Cables (State if now ranged and examined)	
Transverses		Steering Gear (Main and Auxiliary) examined and found	Good tested	" length (on board)	mean diam.
Floors		Windlass examined and found	Good.	" Rule Length	Size
Keelsons		Pumps	"	Hawsers and Warps	
Stringers		W.T. Doors	"	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	
Inner Bottom Plating					
Bulkheads and Tunnel					

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) Yes. (B) No. See Below

REMARKS, REPAIRS, Etc. (Contd.)

FOUND: RECOMMENDED:

Port Side

Nos 4 and 7 frames from aft W.T. bulkhead fractured horizontally approx. 7'-0" above engine room floor. Fractures to vee out, weld compensating plates to fit on either face.

Forecastle

1 side scuttle broken. To renew.

Damage 11

Grounding 12.8.57

FOUND: RECOMMENDED:

Stem bar set over at lower section. To crop, fair and refit from the 12'-0" mark, bar size 9"x 2".

A1 p. & s. set in and torn at rivetted connection to stem bar. To renew 16'x 5' x 1/2".

A2 p. & s. slightly set in at forward butt. To release and fair in place.

Refloating Damage

60' of bilge keel s.s. missing. To renew.

1 indent at E10 s.s. and lower landing of F strake in way. To release and fair in place.

Further temporary repairs were carried out by welding the rivets and top seams of A1 and A2 p. & s. and the fore peak tank was partly filled with cement.

It is recommended that the stem bar and buckled plates A1 p & s to the cross bunker not to be used for O.F. until permanently repaired and dealt with on vessel's arrival at Japan.

Condition of class "Drydocking (grounding). Cracked shell plates in way of No.1 hold and ER (ss) in way of Nos.1 & 3 holds (ps), cracked frames in No.2 hold, also E & B rooms (ss) in ER (ps), also cracked boundary bar at (ps) aft & (sf), corners of No.3 hatch cracked. This item now dealt with under damage.

"OF DT aft bulkhead (leaking) and centre line bulkhead (cracked) to be repaired at Piraeus".

This item was not carried out at this time and it is recommended that the tanks are not to be used for O.F. until repaired on arrival at Japan.

S.R.L. Appendix

"Indents in shell plates A4 and 5 and G5 from aft (s.s.)" nothing done at this time.

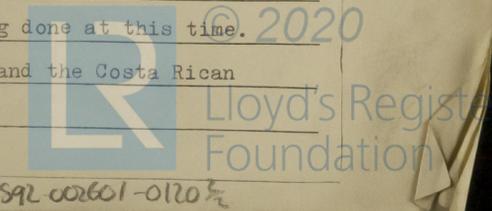
The Load Line Survey was carried out by the local authorities and the Costa Rican Certificate is returned herewith.

Survey Fee £ 20. 0. 0 Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 30. 0. 0 Date when A/c. Rendered 19.1.60

Class. Dge. 25. 0. 0

Travelling Expenses (if chargeable) 3. 7. 6 Stamps £ 0. 7. 9



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