

COPY

# LLOYD'S REGISTER OF SHIPPING

Report No.D.8286

Port of Piraeus,

12th January, 1960.

This is to Certify that

E.F. Reid

the undersigned Surveyor to this Society did at the request of J.A.Saunders, Esq., Lloyd's Agent, Piraeus and with the consent of the Owners' representative attend on board the

S.S. "ANDREAS G"

4913 tons gross of Beirut

whilst lying afloat and in the Government Graving Dock at Piraeus, on the 2nd December, 1959 and subsequently, for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to

1) Heavy weather on voyage from Marmagoa (India) to Genoa, from the 31st December, 1957 to 25th January, 1958.

2) Grounding at Hesthamaren, Sauda Harbour at 5.15 hrs.A.M. on the 12th August, 1957.

Copies of Salvage Association reports Nos. 1641-D and 7921/57 were sighted, also attached copies of Log extracts.

For further particulars please refer to ship's log book and above reports.

Upon examination by the undersigned the following damage was noted and repairs recommended without prejudice to the terms and conditions of the insurance.

Damage 1 (Heavy weather damage 31.12.57-25.1.58).

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.

No. 3 hold p.s.

2nd below sheer at lower landing plating fractured for 3".

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.

Fracture to vee out, weld and compensating plates to fit on either side 1'-6" long.

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

Continued/...  
This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and it is to be understood that neither the Society nor any Member of 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 Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S. "ANDREAS G"UND:

Damage well(s.s.) freeing port  
 caps welded to shell plating  
 ated to have been leaking and  
 paired by means of a cement box.

.2 Hold S.S.

.11 frame aft bulkhead  
 red.

Engine Room s.s.

s.4,12,13 frames horizontal  
 fractures.

Port side.

s.4 and 7 frames from aft  
 T.bulkhead fractured  
 rizontally approx. 8'-0"  
 above engine room floor.

Recastle

side scuttle broken.

Chief Engineer accommodation  
 bulkhouse boundary bar bulkhead  
 aming stated cracked(cement  
 x fitted previously)

r pipe abreast the above  
 bulkhouse partly broken.

per deck No.3 hatch cracked  
 way of fwd.s.s. and aft p.s.  
 undary bar.

Cross Bunker.

prox.30 rivets show evidence  
 leakage.

entre line bulkhead 2 pieces  
 O.T.bulkhead missing.

earing Gear pedestal bracket  
 s.s. fractured in 1 place.

By.

P.bled steam pipe to heater  
 e piece fractured.

x.exhaust steam pipe to  
 anch piece fractured at  
 ange(temporarily repaired  
 sea, previously)

ndlass guard plates and winch  
 s.2,3 and 4,port & stbd.  
 ssing.

ve items have been dealt with to my satisfaction with the  
 on of items 9, 12a and b,13 and 16 which were deferred at  
 request.

RECOMMENDED:

Cement box removed and no damage  
 found.

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

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

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

To renew.

Cement box to remove and damage  
 to be repaired as found necessary.

To renew.

Fractures to vee out and weld.

To cap with E.W.

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.

To renew.

Temporarily repaired by crew previous  
 at sea.No new casting was available  
 and this repair was left outstanding  
 to be carried out at Japan

To renew.

To renew.

To renew.

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"ANDREAS G"

previous temporary repairs to 3rd below sheer s.s. of engine at frames 9 and 10 were specially examined and Owners accepted as permanent repairs.

estimated cost of the above repairs now carried out is Drs. 26.200 7 days afloat to complete, at Piraeus and Drs. 31.460 at Kynossoura.

Repairs were commenced on the 3rd December, 1959 and completed on 15th December, 1959.

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ending, 12.8.57.

ID:

bar set over at lower  
position.

p. & s. set in and torn at  
fitted connection to stem bar.

p. & s. slightly set in at  
hard butt.

Coating Damage.

of bilge keel s.s. missing.

dent at E10 s.s. and lower  
ending of F strake in way.

not previously fitted in way of the damage was not removed and estimate of the internal damage can be given at this time as permanent repairs were deferred at Owners' request.

After temporary repairs were carried out by welding the rivets and seams of A1 and A2 p. & s. and the cement was filled up to the rivets of B strake, lower landing p. & s.

The estimated cost of the temporary repairs is Drs. 2.000 with 1 day in drydock to complete.

The above recommendations were made with a view to placing the vessel in the same good and efficient condition as before the said damage was sustained.

In the opinion of the undersigned the above damages are reasonably consistent with the alleged causes.

The vessel entered the drydock on the 18th December, and refloated on the 20th December, 1959.

Since last drydocking 6, 57.

RECOMMENDED:

To crop, fair and refit from the 12'-0" mark, bar size 9"x2".

To renew 16'x5'x $\frac{1}{2}$ "

To release and fair in place.

To renew.

To release and fair in place.

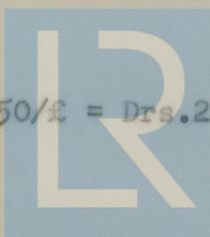
*W. J. Reed*

Surveyor to Lloyd's Register.

P.T.O.

Fees £ 30. 0. 0  
7. 0

£ 30. 7. 0 @ Drs. 84, 50/£ = Drs. 2.564, 60



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Lloyd's Register  
Foundation

00592-002601-074 3

Damage I (Heavy Weather damage 31.12.57-25.1.58)

The following items have not also been dealt with at this  
About 2½ metres of deck pipe protection plating missing ab  
No.4 hatch stbd. To renew.

Turning gear main wheel. (Bolted in two halves to the crank  
One half found fractured at corner of keyway. To renew.

*[Handwritten signature]*



To crop, fair and pull from the  
12'-0" mark, bar size 9"x2",  
To renew 12'x2'x1/2"  
To release and fair in place.

To renew.  
To release and fair in place.

Previously fitted in way of the damage was not removed and  
estimate of the internal damage can be given at this time as  
permanent repairs were deferred at Owners' request.

Temporary repairs were carried out by welding the rivets and  
bars of A1 and A2 p.d.s. and the cement was filled up to the  
the rivets of B strake, lower landing p.d.s.

Estimated cost of the temporary repairs is Grp.2.000 with 1  
drydock to complete.

Above recommendations were made with a view to placing the  
of this vessel in the same good and efficient condition as  
the said damage was sustained.

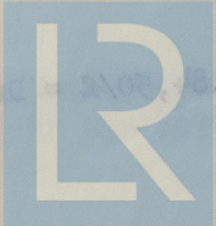
Opinion of the undersigned the above damages are reasonably  
incident with the alleged causes.

essel entered the drydock on the 15th December, and remained  
25th December, 1957.

Last drydocking 6.57.

*[Handwritten signature]*  
SURVEYOR TO LLOYD'S REGISTER

P.T.O.



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