

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4.5.48.

When handed in at Local Office 4.5.48.

Port of PIRAEUS.

No. in Reg. Book.

Survey held at Piraeus.

Date, First Survey 12.1.48.

Last Survey 7.4. 1948.

(No. of Visits 25.)

23094

on the ~~Wooden~~ Steel s.s. "ELPIS".

TONNAGE:-

GROSS 1492

UNDER DK. 1333

Yes.
Now.

NET 810

Built at Dundee.

Owners A.M. Printezis.

Managers

By whom Dundee S.B. Co. Ltd.

When 1919 - 12

Owners' Address 65 Winston Churchill Street, Athens.

Port belonging to Piraeus.

Surveyed Afloat or in Dry Dock? Both.

Name of Dock Slipway, Piraeus.

Afloat Piraeus Harbour &

Destined Voyage

WB=CellDBorDBa

total capacity

tons. FPT

feet; uE&B

feet; f

feet

tons; MT

tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5254 Port PIR

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

Society's Freeboard (if assigned) as painted on Ship and now verified 2 10 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey (Dr.), Conversion to Oil Fuel & Damage Repairs.

NOW DONE:

The vessel was placed on a slipway. The bottom examined, repaired as found necessary and recoated. The inner bottom was cleaned, bilge limbers removed throughout, all bilges cleaned out and the whole scaled and examined, drilled where considered necessary and found or placed in good condition. The coal bunkers were cleaned for examination, ceiling lifted and structure cleaned and found or placed in good condition. All steelwork was exposed for examination, found or placed in good condition and recoated (no ask shoot). Drill tests were carried out where considered necessary. Cement on the inner surface of the bottom plating in tanks and bilges was removed where pointed out to ascertain condition of plating, frames and angles, etc. and found in good condition. Cement was replaced where removed. The double bottom tanks and peak tanks were examined and

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	6							See continuation.
Removed and Faired or Repaired	9	11		11				
Faired or Repaired in place	10	24		10				2 Intercostals. 1 W.T.Div.

PRESENT CONDITION OF THE

State of Decks	Good.	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good.	Copper, or Y.M. of Wood Vessels	..
Stowage	"	State if Tanks now tested	Yes	Dbng. Plates under Sounding Pipes	"	(State if on Felt.)	..
Stowage	"	Bulkheads	Good	Engine Room Skylights	"	When put on, Month	.. Year
Stowage	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	..	Boats	Good.
Stowage	"	Cement (State which.)	"	Oil Bunkers	Good.	Masts, Yards, &c.	"
Stowage	"	Rudder	"	Scuppers	"	Condition, how ascertained	By exam.
Stowage	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	None.
Stowage	"	Windlass	"	Hatches	"	Sails	..
Stowage	"	Have pumps now been examined and found efficient?	Yes.	Planking of Wood Vessels	..	Equipment letter	P
Stowage	"	Have Sluice Valves now been examined and found efficient?	None.	Caulking	ditto	Anchors, No. of	3B 1S
Stowage	"	Have Watertight Doors now been examined and found efficient?	Yes.	Treenails	ditto	Chain Locker	Good.
Stowage	"	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes.
Stowage	"			Transoms Pointers, & Crutches	ditto	length 240 fms. mean diam. 1 1/2"	
Stowage	"			Timbers of Frame at openings	ditto	Rule length 240 fms. size 1 1/2"	
Stowage	"			Stringers, Clamps & Sheifs	ditto	Hawser & Warps	Sufficient.
Stowage	"			Salting	ditto	Standing and Running Rigging	Good.

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is in efficient condition and eligible, in my opinion, to be continued as at present classed in the Register Book with fresh record of Docking Date 3.48 and notation of ss.Pir.-4,48 (Dr.).

Copy of Cert.B herewith attached.

Survey Fee (per Section 20)	£135 + £35	170	0	0	Fees applied for,
Oil Fuel Instal.	50	0	0	0	12.4.1948.
Special Damage - Repair Fee (if any)	95	0	0	0	Received by me,
Special Attendance fees.	6	6	0	0	15.4.48. (Damage a/c.
Travelling Expenses (if chargeable)	11	10	0	0	£103.6.0.outstanding).
Revenue stamps	3	0	0	0	
Seal (if required)	8	0	0	0	

Committee's Minute

Character Assigned

WED. 2 JUN 1948

448 Pir Without spl. cond.

s.s. Pir - 448 (Dr). BS 448.

Fitted for oil fuel 448 F.P. above 150°F

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002701-002710-0032 15

S.S. "ELPIS".

and tested after repairs as per Rules and found tight.

The masts (no mast wedging), spars and rigging were examined and found or placed in good condition.

The anchors and cables were examined and found in good condition.

The equipment of ropes was examined and found as per Rules.

The two lifeboats were examined complete and found in order.

The hatch covers and supports throughout, including tarpaulins, cleats, battens and lashing fittings, examined in position and found or placed in good condition.

The ventilator coamings, plugs and covers, air pipes, plugs and covers, sounding pipes and scuppers were examined and found or placed in good order.

The rudder (lifted), quadrant and tiller were examined and found in good condition.

The steering gear (including spare gear), engine and its connections and control gear were opened up and found or placed in good condition.

The auxiliary steering gear was assembled, tried and found in order.

The spare gear for steering gear was examined and found as per Rules and in good order.

The windlass was opened up, examined and found in good condition.

The watertight door (tunnel) was tried and found in order.

Striking plates are fitted under all sounding pipes.

The shell plating was drilled amidships, in vicinity of peak bulkheads and also on other parts of shell plating where considered necessary, with results as shown on the attached sheet.

The freeboard markings were verified and found correctly marked on the ship's sides.

In addition to above drillings the hull was drilled where considered necessary and the shell plates which were found to be below the limit as allowed by the Rules were now renewed as original.

REPAIRS NOW EFFECTED:Port side (numbers from forward).

'B' 1 and 2 renewed.

'E' 1 and 2 renewed.

'F' 1 renewed.

'G' 1 and 2 renewed.

'G' 5 and 6 removed, faired and refitted.

Port side (numbers from aft).

'G' 4 renewed.

Starboard side (numbers from forward).

'B' 1 and 2 renewed.

'D' 1 renewed.

'E' 1 and 2 renewed.

'F' 1, 2 and 3 renewed.

'G' 1, 2 and 3 renewed.

'G' 6 and 7 removed, faired and refitted.

'G' 8 faired in place.

Starboard side (numbers from aft).

'G' 4 renewed.

'G' 5 dropped (6'-0" x 4'-0") and part renewed.

See continuation.

s.s. "ELPIS".

Shoe piece was fitted to 'A' 1 plates.

In No.1 hold, 2 shell plates (1 port and 1 starboard), 3rd strake below sheer, were found wasted ($1/4$ " thick) below scuppers and were doubled one frame space.

Deck Plating (plating drill tested).Main Deck forward well (port side).

No.2 plate 1st strake adjacent to stringer ($3/16$ " thick) renewed as original.

No.3 " " " " " " ($7/32$ " ") " " "

No.4 " " " " " " ($5/32$ " ") " " "

Main Deck forward well (starboard side).

No.2 plate 1st strake adjacent to stringer ($5/32$ " thick) cropped and part renewed.

No.3 " " " " " " ($3/16$ " ") renewed as original.

No.4 " " " " " " ($3/16$ " ") " " "

Main Deck forward end No.1 hatch 2 plates doubled.

5 bulwark stiffeners renewed.

Main Deck after well (port side).

No.2 plate 1st strake adjacent to stringer ($3/16$ " thick) renewed as original.

No.5 " " " " " " ($7/32$ " ") " " "

No.6 " " " " " " ($1/4$ " ") " " "

Main Deck after well (starboard side)

No.6 stringer plate ($3/16$ " thick) renewed as original.

No.7 " " ($7/32$ " ") " " "

No.2 plate 1st strake adjacent to stringer ($3/16$ " thick) renewed as original.

No.3 plate " " " " " " ($7/32$ " ") cropped and part renewed.

Main Deck aft.

2 plates in way quadrant ($3/16$ " & $1/8$ " thick) renewed as original.

3 bulwark stiffeners renewed.

Bridge Deck:

2 stringer plates in accommodation port side corroded through and renewed.

1 stringer plate in accommodation starboard side doubling fitted where pitted.

Tank top (No.1 hold) (drill tested).

Centre strake No.1 plate ($7/32$ " thick) renewed as original.

Centre strake No.2 plate removed, faired and refitted.

'A' port side Nos.1,2,3,4 plates ($3/16$ " to $7/32$ " thick) renewed as original.

'A' starboard side Nos.1 and 2 plates ($7/32$ " thick) renewed as original.

No.2 double bottom tank:

2 intercostals port side and 2 starboard side found corroded and renewed.

Tank top under boilers:

1 plate under port Boiler corroded through and renewed as original.

1 plate under starboard boiler partly doubled.

Double bottom tank under boilers:

6 floors and 4 intercostals port side cropped and part renewed.

2 floors and 5 intercostals starboard side cropped and part renewed.

Watertight division port side aft cropped and part renewed.

Engine Room double bottom tank.

5 margin plate lugs starboard side removed (rivets slack in way dynamo seat) refitted, holes reamed and reriveted.

See continuation.

s.s. "ELPIS".Collision Bulkhead (drill tested).

Bottom strake (3/16" thick), 1st strake above (1/8" thick), 2nd strake above (5/32" thick), 3rd strake above (1/8" thick), top strake (5/32" and 9/32" thick). The bulkhead now renewed complete as original, except for top strake which was cropped and part renewed.

No.2 hold.

Aft bulkhead plating found wasted (5/32" to 1/4" thick) and renewed with 3/8" thick plating.

Chain locker.

Bottom strake plating forward (5/32" thick) cropped and part renewed.

Division plate corroded through and renewed.

2 anchor cable shackles on bulkhead found fractured and renewed.

Hatches.

2 web plate beams (with extension) found wasted on each of the Nos.1,2,3 and 4 hatches and renewed.

Hatch carriers on all hatches where rust bound were removed, rust removed and refitted.

No.1 hatch cover bearing angle bar aft renewed.

Saddle back hatch cleats renewed.

23 hatch covers were renewed (Nos.1,2,3 and 4 hatches).

Fidley casing.

1 plate forward corroded through and with 2 stiffeners cropped and part renewed.

Rudder stock housing plating found corroded through and renewed.

Steering gear:

1 steering gear rod renewed.

1 sheave bush renewed.

1 steering gear control rod pinion renewed.

Air pipes:

2 air pipe goose necks renewed.

Oil Fuel Deep Tank and Settling Tanks.

The cross bunker has now been converted to carry oil fuel.

The forward and aft bulkheads were now renewed with 3/8" thick plating, stiffened and bracketed as per plans submitted, amended and approved by the Committee.

The tank top plating and hatches were completed as per plans submitted together with structure internally.

2 settling tanks as per amended plans were also constructed in stokehold.

Air and sounding pipes were fitted as per Rules.

Bilge pipes (solid drawn steel 1/4" thick) were fitted as per plans (suctions to forward holds). Gutterways were fitted as per Rules at the bulkheads and in No.2 hold wood lining was fitted at the aft bulkhead.

Air pipes to Nos.2 and 5 double bottom tanks are led to the open.

The work was completed satisfactorily and the tanks tested as per Rules and found or made tight.

See continuation.

s.s. "ELPIS".Damage Repairs:

Damage stated to have been sustained to the bottom when the vessel grounded at Benghazi on the 22nd February 1943.

The vessel was previously examined afloat at Alexandria on the 6th March 1943 and was again examined in the Dry Dock at Alexandria on the 28th August 1944 (Report D.167).

The following permanent repairs have now been carried out.

FOUND:NOW DONE:

Nos. 3 and 4 keel plates, slightly set up. Fairred in place.

Port Side:

'A'3,5,8,9,10 badly set up.

'A'5 removed, fairred and refitted.
'A'3,8,9,10 fairred in place.

'B'4,5 slightly set up.

'B'5 cropped, removed, fairred and refitted.

'B'4 fairred in place.

'C'2 slightly set up.

'C'2 fairred in place.

'C'8 also fairred in place.

Bilge keel slightly damaged.

Removed, fairred and refitted for 11'-0", and
shell angle bar fairred in place.

Starboard Side:

'A'5,6 slightly set up.

'A'5 cropped, removed, fairred and refitted.

'A'6 fairred in place.

'A'9,10 badly set up and fractured.

'A'9,10 cropped and part renewed.

'B'5 slightly set up.

Removed, fairred and refitted.

'B'9 slightly set up and fractured.

Cropped and part renewed.

'C'2 slightly set up.

Fairred in place.

'C'6 badly set up.

Removed, fairred and refitted.

'C'7 badly set up.

Renewed.

'C'8,9 slightly set up.

'C'8 removed, fairred and refitted.

'C'9 fairred in place.

'D'9,10,11 slightly set in.

Fairred in place.

'E'9,10 slightly set in.

Fairred in place, and 'E'9 fitted with a
doubling where fractured on fairing.

Bilge keel slightly damaged.

Removed, fairred and refitted for 15'-0",
and shell angle bar fairred in place.

35 bottom frame angles buckled.

11 cropped, removed, fairred and refitted.

24 fairred in place.

21 floors in way above buckled.

11 floors cropped, removed, fairred & refitted.

10 fairred in place.

2 intercostals buckled.

Removed, fairred and refitted with connecting
angle bars.

1 watertight division buckled.

Cropped, fairred and refitted.

The double bottom tanks in way repairs were cemented after testing of tanks.



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