

CO. Y.

Lloyd's Register of Shipping.

Report No.D.5314.

Port of PIRAEUS,

14th April, 1948.



This is to Certify that

A. C. BONE

the undersigned Surveyor to this Society did at the request of J.A.Saunders, Esq., Lloyd's Agent, Piraeus, on behalf of the British Ministry of Transport, attend on board the Steel Screw Steamer "ELPIS", 1492 tons gross of Piraeus, Greece, on the 25th February 1948 and subsequently whilst this vessel lay on Basiliades Slipway and afloat at Piraeus, for the purpose of effecting repairs to bottom sustained at Benghazi when the vessel grounded on the 22nd February 1943.

This 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).

For full particulars please see Ship's Log Book.

The following permanent repairs were previously recommended with permanent repairs as now carried out:

FOUND:	RECOMMENDED:	NOW DONE:
Nos.3 and 4 keel plates slightly set up.	To be faired in place.	As recommended.
<u>Port Side:</u>		
'A'3,5,8,9,10 badly set up.	To be removed, faired and refitted.	'A'5 removed, faired and refitted. 'A'3,8,9,10 faired in place.
'B'4,5 slightly set up.	To be removed, faired & refitted.	'B'5 cropped, removed, faired and refitted. 'B'4 faired in place.
'C'2 slightly set up.	To be faired in place.	As recommended. 'C'8 faired in place.

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances ever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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<u>FOUND:</u>	<u>RECOMMENDED:</u>	<u>NOW DONE:</u>
Bilge keel slightly damaged.	To be faired in place.	Removed, faired and refitted. 11'0" x 7 $\frac{1}{2}$ " x $\frac{1}{2}$ ". Shell angle bar faired in place.
<u>starboard side:</u>		
'A'5, 6 slightly set up.	To be removed, faired & refitted.	'A'5 cropped, removed, faired and refitted. 'A'6 faired in place.
'A'9,10 badly set up and fractured.	To be cropped and part renewed.	As recommended.
'B'5 starboard side slightly set up.	To be removed, faired & refitted.	Cropped, removed, faired and refitted.
'B'9 slightly set up and fractured.	To be cropped and part renewed.	As recommended.
'C'2 slightly set up.	To be faired in place.	As recommended. 'C'3 faired in place.
'C'6 badly set up.	To be cropped and part renewed.	Removed, faired and refitted.
'C'7 badly set up.	To be renewed.	As recommended.
'C'8,9 slightly set	To be removed, faired & refitted.	'C'8 removed, faired and refitted. 'C'9 faired in place.
'D'9,10,11 slightly set in.	To be faired in place.	As recommended.
'E'9,10 slightly set in.	To be faired in place.	As recommended. 'E'9 found slightly fractured on fairing and doubling fitted.
Bilge keel slightly damaged.	To be faired in place.	Removed, faired and refitted. 15'0" x 7 $\frac{1}{2}$ " x $\frac{1}{2}$ ". Shell angle bar faired in place.
35 bottom frame angle buckled.	11 frame angle bars to be cropped, removed, faired and refitted. 24 frame angle bars to be faired in place.	As recommended.

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<u>FOUND:</u>	<u>RECOMMENDED:</u>	<u>NOW DONE:</u>
21 floors in way above buckled.	11 floors to be cropped, removed, faired & refitted.	As recommended.
	10 floors to be faired in place.	As recommended.
2 intercostals buckled.	To be removed, faired & refitted with connecting angle bars.	As recommended.
1 watertight division buckled.	To be cropped, faired & refitted.	As recommended.

The above recommendation were made with a view to the vessel being placed in as good condition as before the said damage was sustained.

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

The cost submitted for above repairs was Drachmas 90.503.700, but this price was considered excessive and it is my opinion that a fair and reasonable price, according to ruling prices, would be Drachmas 86.418.500 (eighty six million four hundred and eighteen thousand five hundred).

The time to complete above repairs was as estimated at 17 (seventeen) working days on the Slipway and the repairs were completed afloat on the 24th March 1948.

The vessel underwent Classification Special Survey at this time.

The above survey has been carried out without prejudice.

A. L. Bone.

Surveyor to Lloyd's Register.



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