

The Port Offices,  
PORT SUDAN.  
Republic of the Sudan.

5th. April 1959.



SURVEY OF HULL DAMAGE. S. S. "JANO".

N<sup>o</sup> Ps/15/59

This is to certify that, at the request of Messrs Gellatly, Hankey & Co. Ltd., Lloyds Agents, Port Sudan, I, Reginald James Cole, did attend on board the S.S. "JANO" lying afloat at No.18 Berth, Port Sudan at 0730 hours on 1st. April 1959 for the purpose of surveying damage to her hull caused when she grounded on a reef at approximately 2300 hours on 30th. March 1959.

2. When I boarded the vessel it was not possible to ascertain how much damage had done as it is all below the waterline but the Fore Peak Tank was completely flooded and the Forward Store above the Fore Peak Tank was flooded to a depth of about six and a half feet.

3. Instructions were given to discharge only Nos. 1, 2 and 3 Holds so that the vessel would tip by the stern. I boarded again at 1615 hours on 1st. April 1959 and it was then possible to see some of the damage although all of it was still under water, it appeared much more serious than at first thought. At this stage instructions were given that :-

(a) all discharging from the after holds was to cease as from the end of the "shift" which was working at that time.

(b) all gear to be cleared out of the Forward Store.

(c) a Diver to be employed to inspect the vessel below the waterline, particular attention to be paid to the fore end of the vessel. ( Diver inspected vessel on 2nd. April 1959, see Report of Mr. E. Rowe attached. )

4. I attended on board again at 1630 hours on 2nd. April 1959, at 1630 hours on 3rd. April 1959, 1200 hours and 1600 hours on 4th. April 1959 and on each occasion more damage became visible above the water. At 1200 hours on 5th. April 1959 the discharging in the forward holds was completed and the vessel was tipped by the stern as much as possible and I was then able to enter the Fore Peak Tank and inspect it thoroughly.

5. DESCRIPTION OF DAMAGE.

(a). In the deck of the Forward Store two in number rivets close to the Stem Bar are missing.

(b). In the Forward Store the Brackets on Frames 132, 133, 134 and 135 on both Port and Starboard sides are slightly bent.

(c). Frame 135 on the Starboard side in the Fore Peak Tank has been broken and bent back and this has penetrated the deck of the Forward Store making a hole approximately four inches long by two inches wide at it's widest part. ((a) and (c) above were undoubtedly the cause of the partial flooding of the Forward Store and Cable Locker. )

(2).

(d). The whole of the Bow, below the 15 feet 6 inch draught mark down to the 1 foot 6 inch draught mark, has been forced back to Frames 128 on the Port and Starboard sides. The forefoot just above the point where the Stem Bar rounds to join the keel ( at approximately the 1 foot 6 inch draught mark ) has also been forced back and is resting on the Floor Plate which joins Frames 128. Forward of Frames 128 between draught mark 1 foot 6 inches and 15 feet 6 inches the plating, frames and floors, etc. are a mass of torn, bent and buckled metal.

(e). Between Frames 128 and 126 on the Starboard side there are some indentations in the shell plating, frames are bent slightly and some rivets are "sprung".

(f). Between Frames 128 and 125 on the Port side there is similar damage as in (e) above.

(g). In Fore Peak Tank four in number rivets, between Frames 127 and 128 on the Port side, are missing.

(h). In No. 1 Hold the two lower horizontal brackets on Starboard side and the lower one on Port side, connecting the collision bulkhead to the panting stringers, are slightly buckled. As a certain amount of dampness was found in No. 1 Hold close up to the collision bulkhead this indicates that probably some rivets &/or plating in this bulkhead are "sprung".

(i). Frames 117, 118 and 119 on Starboard side and Frame 118 on Port side, in No. 1 Hold, are slightly buckled.

As far as could be ascertained all the above damage was sustained when the vessel grounded and no further damage occurred during refloating operations. The vessel was aground for only four hours and refloated by use of main engines only when the water level on the reef increased.

#### 6. RECOMMENDATIONS REGARDING REPAIRS.

(i). 5 (a) above. These two holes are to have bolts fitted and welded to ensure watertightness.

(ii). 5 (b) above. No action necessary in Port Sudan.

(iii). 5 (c) above. This Frame is to be cut off below the deck of the Forward Store and the hole made watertight by welding a piece of  $\frac{1}{2}$  inch plate over it.

(iv). 5 (d) above. (a). Pieces of  $\frac{3}{8}$  inch plating to be welded over all large holes in the Fore Peak Tank and smaller holes "stopped" with soft wood plugs. When this has been done the whole of the fore end of the Fore Peak Tank from right forward to Frame 127 to be completely filled with cement.

(b). All the spaces between the Floors from the Collision Bulkhead to Frame 127 to be filled with cement to a height level with the top of the Floors. ( A "well" is to be left around the Suction Pipe of the Fore Peak Tank to enable any water leaking into the tank to be pumped out. In addition a sounding pipe, to enable soundings of the "well" to be taken, is to be fitted at the after end of the Fore Peak Tank. )

(v). 5 (e) above. The spaces between Frames 125, 126 and 127 on starboard side are to be completely filled with cement.

(vi). 5 (f) above. The spaces between Frames 124, 125, 126 and 127 on port side are to be completely filled with cement.

(vii). 5 (g) above. Bolts to be fitted and welded. See also (iv) (a) above.

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(3)

(viii). 5 (h) above. No action need be taken regarding the brackets but

ensure watertightness the following action is to taken:-

(a). The space between the Collision Bulkhead and the foremost tank side

cket on port and starboard sides is to be filled with cement.

(b). Cement placed to a height of 2 feet, and 6 inches in thickness,

ng the top of the No. 1 Double Bottom Tank against the Collision Bulkhead from the

p's side on the port side to the ship's side on the starboard side.

(c). Cement, 6 inches thick, is also to be placed along the top of No. 1 D. B.

k extending from ship's side port to ship's side starboard and from Collision  
khead to 2 feet abaft it.

(ix). 5 (i) above. No action need be taken in Port Sudan.

These repairs when completed are to be considered as temporary only but

they are carried out satisfactorily, and providing vessel is making no water, she

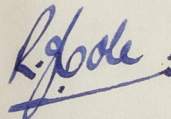
l be allowed to load cargo, consisting of 1000 tons of kernale and 2000 live sheep,

Port Sudan for the Persian Gulf on the condition that permanent repairs are carried

at Abadan, Iran. (Persia) unless a further Certificate of Seaworthiness is

ained.

Signed,



R. J. COLE. D.S.C.

Lieutenant Commander. R.N.R.

M.IN. Assoc.I.N.A.

Master Mariner. Certificate No. 58668.



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