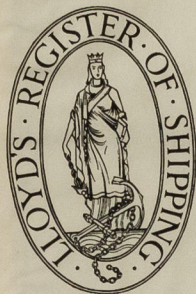


COPY

LLOYD'S REGISTER OF SHIPPING

Report No.D.9391



Port of Piraeus,

29th January, 1962.

This is to Certify that

E.F.Reid

the undersigned Surveyor to this Society did at the request of Messrs.J.A.Saunders Co.Ltd., Lloyd's Agents, Piraeus, reference BDS/BD, dated 12th and 27th December, 1961, attend on board the

S.S."AVLIS"

3275 tons gross of Piraeus

whilst the vessel lay afloat and in drydock at Piraeus, on the 13th December, 1961 and subsequently, for the purpose of ascertaining the nature and extent of damage stated to have been sustained to the vessel and alleged due to:-

- 1) Heavy weather on loaded passage from Rotterdam to Piraeus on the 5th November, 1961.
- 2) Contact with the drydock wall due to high gusty winds whilst entering the dock without engines and rudder, but with tug assistance on the 22nd December, 1961.

For further particulars please refer to the vessel's log books, and Captain's statement.

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.

FOUND:

Forecastle p.s.guards rails badly buckled.

Forecastle p.s. access ladder from main deck buckled.

Centre door of forecastle casing broken at the hinges.

S.S. fwd. bulwark stanchions Nos. 4 and 5 fractured and buckled and bulwark in way set in.

Steam pipe guards in way of Nos. 1, 2, 3, 4 and 5 holds buckled &

RECOMMENDED:

To remove, fair and refit.

To remove, fair and refit.

Hinges to be renewed and door to be rehung.

Bulwark stanchions to remove, fair and refit.

Bulwark in way to fair in place.

To remove, fair and refit.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—Continued/.....

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, 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 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."

S.S. "AVLIS"

FOUND:

No.5 port side winch steam cylinders now fitted in a cement box stated fractured.

Steam guard rails buckled.

No.1 derrick cradle support on the forecstle deck broken at lower end.

No.1 derrick badly scored in way of the cradle over 20 cms.length.

No.3 hold derrick(p.s.)wood splintered and gouged in 2 places.

Bridge front wooden platform 1 section broken.

1 window of wheel house broken.

Bridge, Chart room, Pilots room and Hospital and Store room wooden structures stated slack & not weather tight.

Port and stbd.boat deck wooden ceiling working.

s.s.aft life boat davit bent.

Main Mast.

Wooden top section above cross tree bent.Mast stays slack and seating stated to be moving.

Electric wiring to Navigation and Cargo lights missing.

2 cast iron ventilator covers at the stern broken.

O.F.Bunker tanks rivetted seams in way of the connection to the shell leaking,also several rivets in way of the shell plating leaking.

Sternframe.

Cast steel built up construction broken and missing at the 17 foot mark to 1 foot from the closing plate at the skeg.

Rudder(single plate type)

Rudder fractured at the underside of the palm and missing.

Steering gear stated heavily strained.

RECOMMENDED:

Cement box to remove,cylinders to examine and repair as necessary.

To remove,fair and refit.

To renew.

To repair as necessary.

To renew.

To renew 15'-0"x 1'-3"x3".

To renew.

To repair as necessary.

To caulk.

To remove,fair and refit, and test.

Top section to examine and repair as necessary, stays to tighten and seating to be dealt with as necessary.

Electric Wiring to renew.

To renew.

Tanks to clean and gas free and rivets to renew.
tanks to test on completion.

Fractured and broken sections to remove and renew.Stern frame in way of the boss to examine.Plating,7 port and 7 stbd. and internals in way to release for access and replace.
Aft peak tank to test on completion.

Rudder to renew complete with pintles and coupling bolts.
Rudder stock to remove,examine and test for truth and replace.

Steering engine to open up for examination.All steering chains and rods and springs to remove,examine and test.

S.S. "AVLIS"

FOUND:

Propeller and tail shaft.

5 bladed cast iron propeller
all blades broken at varying
lengths(average 1/3 from root).

RECOMMENDED:

Propeller to renew.

Tail shaft to draw in, examine and
test for truth.

It was further stated that during the period of the above casualty the main engine suffered greatly by racing and also that the engine pumps were working constantly pumping out the bilges.

It is therefore recommended that the main engine, holding down bolts, engine driven pumps, thrust and intermediate shafting, seatings and bearing and the bilge and ballast pumps be opened up for examination and damage, if any, be repaired as necessary.

It was further claimed that during subsequent towing operations the windlass seatings were vibrating badly and it is considered that the seating bolts be examined and resecured as necessary.

All the above recommendations were made with a view to placing the ~~vessel~~ vessel in the same good and efficient condition as before the alleged damage occurred and all repairs have to date been deferred pending the Owners receiving tenders outside Greece for this work.

The following items were claimed as being destroyed at the time of the casualty:-

- 3 hatch tarpaulins torn and missing.
- 3 coils each 120 fathoms steel wire rope 3".
- 3 coils each 120 fathoms manila rope 8".
- 1 coil of 90 fathoms manila rope 7".
- 1 chain tackle.
- 25 tons of O.F. pumped overboard.

None of the above items have as yet been supplied.

Damage 2.

Port Side

Bilge keel 10 metres at fwd.end 17 metres to renew, remainder to
and 7 metres at after end missing remove, fair and replace.
remainder buckled and rivetted
connection working.

Stbd. side

Bilge keel 14 metres missing at the forward end and remainder 14 metres to ^{renew} ~~remove~~, remainder 42 m.
42 metres buckled, and rivetted to remove, fair and refit.
connection working.

Stern Post.

Set over between the 14 foot mark and the 6'-0" mark. To remove, fair and refit. Plating in way to release for access and rerivet on completion.

Shell plating port side

Plates numbered from forward.

A1 set in at fwd. end for 6'-0". To crop and part renew.

B1 generally set in over the full length. To renew.

C1 heavily set in at fwd.end. To renew.

C2 heavily set in over the full length. To renew.

C3 set in at the fwd.end.

To fair in place.

S.S."AVLIS"FOUND:

D1 heavily set in over the fwd.
half of the plate.

D4 indented in 1 place.

E1 set in at fwd.lower corner.

E2 and 3 set in at common landing.

RECOMMENDED:

To crop and part renew.

To fair in place.

To fair in place.

To release and fair in place.

Stbd.side.

A1 indented over the whole lenght.To renew.

B1 indented over the whole length.To renew.

D1 heavily set in and indented
over the whole length.

To renew.

D2 indented between frames heavily. To remove,fair and refit.

D3 indented locally in 3 places. To release and fair in place.

D4 indented locally in 2 places. To release and fair in place.

E3 set in along common landing
with D1. To remove,fair and refit.

Internals in way of the above to be dealt with as found necessary.

For access to the above repairs forepeak to be gas freed and rough
cleaned. Staging to erect and dismantle on completion.

All affected plating to hydrotest and all new and disturbed work to
recoat as necessary.

The foregoing recommendations were made with a view to placing the
vessel in the same good and efficient condition as before the said
damage was sustained and all repairs have now been deferred at the
Owners' request pending tenders for repairs.

Note: It was further claimed that leakage was taking place in way
of the hold bilges but this could not be verified by a test of the
bilges to determine same during drydocking, which was limited to 1
tide only.

In the opinion of the undersigned the above 2 damages are reasonably
attributable to the alleged causes.

Survey fees £ 50. 0. 0
Stamps 11. 0

£ 50.11. 0 @ Drs.84,76/£ = Drs. 4.284,60
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E J Reul

Surveyor to Lloyd's Register.



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Foundation

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