

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 72785 in R.B. Wreck Book, p. 79/62 Date of writing this report 18th July, 19 62.

Ship's Name m.s. "MICHALAKIS" of Piraeus Tons (Gross 7027 Net 4309)

Built at Kiel When 1934 1 Casualty notice sent to Owner --- Owner's reply ---

Owners M.A. Karageorgis

Managers ---

Address Chamber of Commerce Building, Piraeus, Greece.

WRECK SECTION No. 729

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Classification details

+100A1	+LMC CS3,58
with freeboard	BS d 1,62
2,61	sp NA
ss Dr 3,58	
	ts p2,61 CL
	Ns4,60

Date of Casualty 26th March, 1962.

Details of Casualty

This ship has sustained serious damage by fire and has been declared a total loss. The owners concur.

SOURCE OF INFORMATION

MICHALAKIS.—London, Mar. 27.—The owners of motor vessel Michalakis, Callao and Chimbote for Hull with a full cargo of fishmeal in paper bags, have received the following message from the master, timed 5 20 a.m., Mar. 27: "Fire in No. 1 hold at 11 5 p.m., Mar. 26. Using all means to extinguish fire, without success." Latest report, fire increasing slowly, stopped engines eight miles north of San Juan, Puerto Rico.

London, Mar. 27.—The owners of motor vessel Michalakis report that the following message has been received from the master, timed 9 55 a.m., Mar. 27: Fire increased considerably, used all means on ship without success. Entered port of San Juan and anchored. Fire-fighting ships of Navy now attending.

San Juan, P.R., Mar. 27.—Motor vessel Michalakis, fully loaded with fishmeal, put in on Mar. 27 with fire in No. 1 hold and now anchored in harbour; Coast Guard and local fireboat attending. Due to motor vessel Pampas disaster, port authorities will not permit vessel to come alongside, therefore proposed to use lighters to remove part of cargo between fire and undamaged part to make firebreak, then to wet and cool down burning cargo until able to discharge into lighters. This commenced at 9 a.m., Mar. 27. (Note.—Pampas put into San Juan in March, 1961, with fire in fishmeal cargo and Pier No. 5, where she was discharging, was subsequently burned down.)

London, Mar. 27.—The owners of motor vessel Michalakis have received the following messages from the master to-day:

Timed 12 55 p.m.: Fire out of control in No. 1 hold. Fear may spread to No. 2. Four fire-fighting ships attending.

Timed 1 24 p.m.: Lloyd's Agents appointed Puerto Rico Lighterage Company commence discharge from No. 2 hold view prevent fire spreading.

MICHALAKIS.—London, Mar. 28.—The owners of motor vessel Michalakis report that the following message has been received from the master, timed 8 p.m., Mar. 27: Fire continuing No. 1 hold without at the moment extending to No. 2. Lloyd's recommended discharge of tween deck No. 2 for security. Doing best to pump out water coming in ship. (See issue of Mar. 28.)

MICHALAKIS.—London, Mar. 29.—The owners of motor vessel Michalakis report that the following message has been received from the master: Ship docked p.m., Mar. 28. Ceased pumping water on board due to vessel's list of 12 deg. Endeavouring to discharge cargo on fire and cargo damaged. All stores in forepeak badly damaged. (See issue of Mar. 28.)

MICHALAKIS.—New York, Mar. 27.—Motor vessel Michalakis has fire in cargo of fishmeal in No. 1 hold; proceeding to San Juan, P.R. At 4 20 a.m., the vessel anchored in San Juan harbour with a Navy tug and fire department on scene. Coast Guard patrol vessel Aurora and buoy tender Sagebrush also on scene. At 12 46 p.m., external blaze extinguished, fire still smouldering. (See later report in issue of Mar. 30.)

San Juan, P.R., Mar. 29.—Motor vessel Michalakis: We finally obtained permission of Government for vessel to come alongside and vessel docked at Pier 10. Fire still burning in No. 1 and are pouring water intermittently as much as dare without danger of capsizing, also discharging dry cargo from No. 2 to straighten port list, which 12 deg., and to make firebreak. During night, fire flared badly so that collision bulkhead was cherry-red and deck plates of both sides of No. 1 and fore-castle considerably deformed and shell plating slightly deformed. We trucking dry cargo to open field on outskirts of city, which only place allowed by authorities. Later shall truck damaged cargo there, keeping separate undamaged, fire-damaged, water-damaged and damaged both means. Only 2500 bags discharged so far but intend to work 24 hours a day as long as necessary.—Lloyd's Agents per Salvage Association.

LL28/3/62

LL29/3/62

LL30/3/62

LL31/3/62



Suggested Record "BURNT 3,62"

Date of Committee FRIDAY 20 JUL 1962

Committee's Minute Burnt 3,62

1m,1,61

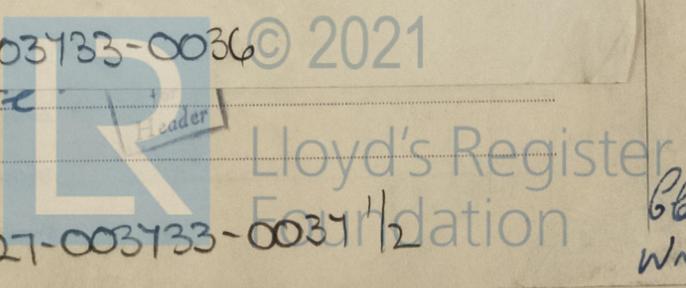
NOTED FOR POSTING

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Minute in port - damaged by fire (see Committee Minute 20.7.62)

S.O. L.S. to N.Y.K. 11.9.62



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MICHALAKIS.—San Juan, P.R., Mar. 30.— Motor vessel Michalakís: We naturally avoiding danger of capsizing and list now reduced almost to normal.—Lloyd's Agents per Salvage Association. (See issue of Mar. 31.)

LL2/4/62

MICHALAKIS.—New York, Apr. 2.— Motor vessel Michalakís: Coast Guard advised on Mar. 30 that smouldering was under control, with no danger of fire spreading. The majority of the cargo was removed. (See issue of Apr. 2.)

LL9/4/62

MICHALAKIS.— San Juan, P.R., Apr. 5.— Motor vessel Michalakís: After further examination of hull damage, find 10 shell plates buckled, also about 30 deck plates and hatch coaming of 'tween and shelter decks distorted, all in way of No. 1, electric wiring and controllers of anchor windlass and cargo winches destroyed, all store-rooms and bulkheads in fore-castle fire-damaged and Samson post, ventilator and cargo booms affected. Unable at present to examine collision bulkhead but believe distorted and buckled, also anticipate numerous leaky rivets. Owners requesting dry-docking following grounding forward after berthing.—Lloyd's Agents per Salvage Association. (See issue of Apr. 5.)

LL7/4/62

MICHALAKIS.— New York, Apr. 10.— Motor vessel Michalakís: Preliminary survey conducted afloat shows 18 shell plates, about two-thirds of fore-castle deck plating, weather deck plating in way of No. 1 hatch together with hatch coaming, main deck plating and hatch coamings, orlop deck plating and hatch coamings, chain locker bulkheads, collision bulkhead, store-room bulkheads, frames, deck beams, girders, brackets, 14 hatch beams and wooden hatch boards renew, all forward electric cables and fittings renew, windlass and two winches overhaul, motors and resistors renew, port and starboard anchors with six shots of chain renew, together with sundry damages and removals. Vessel to drydock for examination. Main engine reported to have operated about 15 minutes without lubricating oil in full-power run for San Juan and complete opening up of both engines will be necessary. Visual crankcase inspection shows various bearings run. Fire apparently extinguished Apr. 9 as no flare-ups since then. No. 1 lower hold and part orlop deck still full of damaged cargo, but all work on cargo removal ceased last night until suitable payment on account received by stevedores, which understand owners arranging to-day. Cannot complete specification until No. 1 hold completely discharged, which estimated at least 7-10 days after resumption of work. Temperature in other cargo holds increasing.—Salvage Association's Staff Surveyor at San Juan, P.R. (See issue of Apr. 7.)

LL12/4/62

MICHALAKIS.— New York, Apr. 11.— Motor vessel Michalakís: Survey now completed with exception of No. 1 lower hold, which contains damaged cargo. Understand bids being obtained, returnable Apr. 13, for removal of entire cargo. Anticipate No. 1 lower hold not accessible for survey before the end of the month.—Salvage Association's Staff Surveyor at San Juan, P.R. (See issue of Apr. 12.)

LL13/4/62



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