

Rpt. 8

Date of writing Report JULY 27. 1962
Survey held at PUERTO RICO

When handed in at Local Office JULY 27. 1962
No. of Visits 5

Port NEW YORK.

No. 61184

Received London

First Date 9. 4. 1962

Last Date 13. 4. 1962

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

22331

on the Iron or Steel M.S.

"MICHALAKIS"

Built at

KIEL

By Whom

DEUTSCHE WERKE A.G.

When

Tons gross

7007

Year

1934

Month

1

Owners

M.A. KAGAGEORGIS

Owners' address

(If not already in R.B.)

PIREUS

Managers

Port of Registry

Surveyed Afloat or in Drydock

Afloat

Name of Dock

PIER 10. SAN JUAN

Date of last examn. in Drydock

-

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

10573

Port

Ros

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

+ 100. a. l.

With freeboard

DS 2.61

SS (Dr) 3.58

+ 470. CS 3.58

OBS 1.62

CLP 2.61

S 4.60 N.

200 ENGINES.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

YES - ON ORDER

Freeboard as marked on ship and now verified

ft

ins

NOT REQUIRED.

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

LONDON SALVAGE

EXAMINATION AND REPAIRS AS PER RULE FOR

DAMAGE

Stated to have been caused by fire in the fish meal
cargo of No. 1 hold on the 26th March 1962 in a position approx.
90 miles off San Juan. Puerto Rico whilst on voyage between
Super Huacho Chimbote, Peru and Rotterdam via Panama.

FOUND

Forecastle deck plates A2; B2.3; C1.2; D1.2; port and
starboard badly buckled together with underdeck beams, girders etc.
Have pipes, samsun posts, windless masts and sundry
forecastle deck fittings badly burnt.

Forecastle space bulkheads, stow rooms, electrical fittings, shelving
etc. buckled and woodwork generally destroyed.

Weather deck plating abate forecastle found in A, B, C, D, E and F frames
aboard No. 1 hatch badly buckled together with No. 1

CONTINUATION OVER/ON SHEET

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

YES

Is Classification Certificate required? If so, to be sent to

No

If so, is the Report sent now, or when will it be sent?

YES

Has Interim Certificate been issued?

No

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—
"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This report is submitted for the information of the Committee.
(Ship is still laid up in Puerto Rico in a fire damaged
condition)

Date of Committee

NEW YORK

AUG 1 1962

Minute

In port - damaged by fire.

(see Committee Minute 20.7.62)

20m,461 T. (MADE AND PRINTED IN ENGLAND)

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

003727-003733-0037112

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Lloyd's Register
Foundation

Classed
Wreck

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined YES NO or NONE	Tanks	SURVEY	
			Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances		Deep Tanks		
Holds		Oil Fuel Bunkers and Settling Tanks		
Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After " "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
Have Tanks now Examined been Cleaned as Necessary?				
Have Struts in Cargo Tanks (of Tankers) been removed?				
Have Tanks been Retested as necessary after completion of any Repairs?				

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule?

Have any alterations to the approved scantlings and arrangements now been effected?

Has cement in bottom been examined?

If so, Report 8(Dr) to be attached

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings	Condition, how ascertained
Coamings and Casings	and closing appliances	(State if wedges removed)
Beams and Fastenings	Companionways and Skylights	Chain Locker
Frames	Shell Openings	EQUIPMENT
Reverse Frames	Ash Shoots	Equipment Letter
Longitudinals	Overboard Discharges and Scuppers	Anchors, No. of
Transverses	Freeing ports	Condition
Floors	Steering Gear (Main and Auxiliary)	Cables (State if now ranged and examined)
Keelsons	examined and found	" length
Stringers	Windlass examined and found	" mean diam.
Inner Bottom Plating	Pumps	" Rule Length
Bulkheads and Tunnel	W.T. Doors	Size
	" " "	Hawsers and Warps
		State if any Anchors or Chain Cable have
		now been supplied or retested, if so,
		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.)

hatch coaming, hatch beams, underdeck beams and girders buckled and fractured.

upper deck plating inside forecabin space in A, B, C and D stowage port and starboard badly buckled together in underdeck beams girders etc.

Collision bulkhead in No. 1 forecabin deck, plating and stiffeners badly buckled.

(See Continuation Sheet)

Survey Fee

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

\$600.00

\$400.00

Second Surveyor's Fee (if any)

Date when A/c. Rendered

July 27, 1962

Rpt. 9a.

Port of

NEW YORK

Continuation of Report No.

61184

dated

JULY 27, 1962 on the

M.V. "NICHALAKIS"

Tween deck plating in No. 1 upper forecabin in A, B, C, D and E stowage badly buckled above No. 1 hatch, complete with underdeck beams, girders, hatch coamings, beams, pillars etc.

Cargo locker bulkhead in No. 1 cargo deck, plating and stiffeners badly buckled.

Cargo deck plating in No. 1 lower forecabin deck above No. 1 hatch badly set down, buckled and fractured, complete with deck beams, girders, pillars, hatch coamings and beams etc.

The following steel plates buckled and/or subjected to intense heat, complete with framing etc.

Port Side - Forecabin sheer No. 2; forecabin side plates No. 1 and 2; Sheer/raze plates No. 2, 3 and 4; 1st below sheer No. 2 and 3; 2nd below No. 3; 3rd below No. 3; 4th below sheer No. 3 + 4.

Starboard Side - Forecabin sheer No. 2; forecabin side plates No. 1 + 2; Sheer/raze plates No. 2, 3 + 4; 1st below sheer No. 1 + 2; 2nd below No. 2 + 3; 3rd below No. 2 + 3; 4th below No. 2, 3 and 4.

NOTE

By completion of this present survey the cargo had not been entirely discharged from No. 1 Hold and no opportunity was afforded for an examination to be carried out of the underside of the cargo deck or of the hold structure.

The vessel was inflow and the external survey was therefore limited to above water.

The Owners intended that a further survey would be held on discharge of cargo but due to the extensive nature of the required repairs, it is understood the ship has been declared a C.T.B. and is apparently still laid up at San Juan, Puerto Rico.

The Owners were advised that before the vessel left that port, temporary repairs would require to be effected.

Later reports seem to indicate that the ship may have been sold but as no definite arrangements have been made, this report is submitted for information of Committee.