

Lloyd's Register of Shipping

DAC - 114

COPY



Port Manila, Philippines

19th October 1965

This is to Certify that

C. RITCHIE

the undersigned Surveyor to this Society did at the request of

Messrs. Smith Bell & Co. (Phil.) Inc., Lloyd's Agents, on behalf of London Salvage Association, attend on board the Steel Screw Motor Ship "ALTIS" 7169 tons gross of FAMAGUSTA (LR501296) whilst afloat at MASBATE, PHILIPPINES on 9th October 1965 for the purpose of ascertaining the nature and extent of the damage stated sustained as result of grounding on 3rd October 1965 at the entrance to Masbate Harbor.

It was reported that vessel was on voyage SLAIN to Masbate via Tabaco, and Bulan; and had sailed from Bulan Sorsogon with cargo of 4000 long tons of copra bound for Masbate to continue loading there.

Vessel arrived at Masbate on 3rd October 1965 and at 0020 hours ordered stand by. Draft-ford 14'-10" and aft. 25'-0". Dense rain occurred which obscured the entrance of Harbour, causing difficulty in calculating distance from shore. At 0105 arrived anchorage.

At 0129 engines stopped and S. anchor dropped. At 0130 the port lights were just visible and engines ordered full astern when vessel grounded. At 0132 engines stopped. At 0143 engines full astern in efforts to refloat vessel. Soundings around vessel in mud and coral ground, Ford P.&S. 13'-10"; midships P.&S. 19'; and Aft. P.&S. 50'. At 0740 low water ceased refloating operations. At 1000 S. anchor shifted aft. to deep water. At 1455 started attempts to refloat with main engines and at 1930 stopped ME.

On 4th October 1965 efforts to refloat with ME started 0000 and stopped 0030. At 0900 tried again to refloat with use of ME but no success and ME stopped 1130. At 1600 ME started in maneuvering attempts to refloat vessel without success and ME stopped 1705.

On 5th October 1965 attempts made to refloat V. proved unsuccessful. Main engines were used from 0000 to 0500; from 1340 to 1420; 1700 to 1905; from 2000 to 2120 and from 2200 to 2330. Additional knocking noises were alleged from main engines about this time.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provides that:—

"While the Committees of the Society use their best endeavors 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 whatever 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."

(Rpt. 10)

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NOTE: Main engines had been removed from vessel at Rotterdam, it was stated, and overhauled with the fitting of remetalled bearings over period of 6 months, prior to departure from that port on 30th June 1965.

On 6th October 1965, ME was again used in unsuccessful attempts to refloat V., being started at 0700 at full water and stopped 1010. At 1100 the S. anchor was fetched back from deep water and the P. anchor was dropped. ME again used from 1350 to 1630 in unsuccessful attempts to get V. off the ground.

On 7th October 1965 attempts with ME started 0610 and at 0655 vessel was refloated and slow ahead. Both anchors were weighed and V. then found to be back in old position and full astern and at 0842 off the ground. At 0845 heave up both anchors and at 0926 pilot on board. At 0940 V. at anchorage and 0952 FWR.

Soundings of HOLDS Bilges and Tanks revealed leakage in Nos. 2 & 6 D.B. Tanks, both used as fuel oil bunkers.

Tanks soundings when vessel grounded were stated as follows:- Water, F. Peak 143 Tons, and No. 4 DB 41; Fuel No. 2 DB 310, No. 3 DB 140; No. 5 DB 62; No. 6 DB P.100 and S. 118; Ballast No. 1 MT and No. 7 DB 97, A. Peak 135.

For further particulars please see Deck & Engine Room Log Books.

DIVERS REPORT:

A diver from Luzon Stavedoring Corp., was taken from Manila with his equipment; along with the undersigned, in Private Airplane, to Masbate.

The Diver reported an open fracture some 5 inches in length in way of No. 2 D.B. (fuel oil) tank at S. side.

LOSS OF FUEL OIL:

A total of 403 long tons fuel oil were stated to have been in the P.&S. sides of No. 2 D.B. tank at time of casualty. As a result of the grounding all the oil in Stbd. side was stated lost viz approx. 201 tons. The oil was medium grade fuel oil which had been taken on board at Nagasaki on 8th September 1965 of Ap. Gt. 0.958; flash point 180°; Viscosity HW No. 1 @ 50°C secs. 660.

REFLOATING DAMAGE:

The only apparent damage which could be attributable to refloating (so far as now seen with vessel afloat) would be the wear and tear of main engines, bilge and ballast pumps and windlass, etc., which were reported used excessively during the periods when efforts were made to refloat the vessel (total engine time 31 hours 34 mins.).

RECOMMENDED: It was recommended by the undersigned to dry dock the vessel in loaded condition for full examination of bottom and underwater parts and to carry out the necessary temporary repairs (i.e., the Nos. 2 & 6 D.B. (fuel oil) tanks to be proven tight), at Mariveles dry dock, Bataan, prior to vessel departing from the Philippines destined for West Coast port, U.S.A.

Submitted without prejudice.

Fees ₱ 350
Exp. 15
Goods 108
₱ 433

Surveyor To Lloyd's Register of Shipping



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