

13. FEB. 1967

7 MAR 1967

Ship's Name SS/MSX "ADELPHOS PETRAKIS" Port Hiroshima/Kure

Processing Number: LR Gross tons 7170 Rpt. No. 5162

Port of Registry Famagusta Date of build 6-1944 Is there a Rpt. 9? Yes

No. of visits 7 First date 12/12/66 Last date 12/1/67

Cert. B issued & copy herewith? No. Damage rpt. issued & copy herewith? Yes. Last rpt. (H.Q. only) ASD 7376

Date of completing rpt. 6/2/67 Surveyed at, if different from Port above Niihama

Safcon Cert. (ST) issued & copy herewith? No. If surveyed in D.D. last date of examination -

Has a Load Line Survey been held? No. Summer freeboard as verified -

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees Damage fee Expenses

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for damage:- 1) Stated sustained in heavy weather & 2) Stated sustained by fire in engine room.

Damage 1) - Rudder bottom bearing damaged & quadrant loose. Port & starb'd wood doors to aft accommodation smashed by heavy seas & steering gear space & crew accommodation flooded. About 200 Ft. of guard rails on weather deck buckled & part lost overboard. Shell plate 'H'-8, port side fractured at heel of frame in way of local grooving. Starb'd lifeboat smashed & navigation light circuits, vent cowls etc. all damaged by seawater.

For full details refer to attached Damage Report.

Damage 2) - Fire Damage

The fire has completely burnt out the engine room and boiler room also the engineers' and crew accommodation above, situated between No.3 & 4 holds. The aft end of No.3 hold and forward end of No.4 hold have also been affected with the wood sheathing, bilge limber boards and cargo battens part burnt.

Cont'd/-

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

~~The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. It is recommended, therefore, that this ship remain as classed with/without fresh record of dry-docking.~~

It is recommended Classification be suspended until essential repairs recommended in the attached Damage Report have been carried out.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate.)

P. Rizza Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

FRIDAY 12 MAY 1967



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taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

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Most of the tween deck and upper deck hatch boards for No.3 & 4 holds have also been destroyed. The port and starboard shell plating, tween deck and upper deck plating between aft end of No.3 hold and forward end of No.4 hold is heavily buckled due to intense heat with worst buckling on the starboard side in region of frame Nos.70/72 where depth of main deck corrugation is approx. 150 m/m. The engine room casing, skylight and boat deck plating and all accommodation steel bulkheads buckled due to intense heat.

Starboard motor lifeboat almost completely destroyed & davits subjected to intense heat. Athwartship bulkheads at aft end of No.3 hold and tween deck and forward end of No.4 hold and tween deck corrugated also tank top of deep tanks situated at forward end of No.4 hold affected by intense heat.

Repair of this damage will entail complete renewal of side shell p/s in engine room together with main & upper deck plating, & superstructure decks & houses between Nos.3 & 4 holds.

Fire fighting operations resulted in flooding of holds & machinery spaces & as there was a serious risk of the vessel capsizing these spaces have been pumped dry, but slight leakage continues from open seams & burnt out jointing of ships side valves.

The vessel remains at anchor at Niihama Anchorage & only temporary repairs necessary to prevent further flooding have so far been carried out.

It is understood from the Owners that in view of the age of this vessel & the extent and cost of repairs found necessary, permanent repairs will not be carried out.

For full details of damage & repairs recommended refer to attached copy of Damage Report.

*Pizza*