

COPY.

REPORT No 4761

Lloyd's Register of Shipping.



Port

PORT SAID

4th January 1951

AS*

This is to Certify that

J. DE WOLF,

the undersigned Surveyor to this Society did at the request of D. Petropoulos Esq, Chairman of The Cyprus Merchants Shipping Co Ltd, attend at Adabeya, Suez on the 3rd January 1951 the Steel Screw Steamer "EASTERN MED" 1782 tons gross register of Famagusta for the purpose of examining and giving an opinion as to the cost of repairing the vessel which was lying submerged and alongside Nos 3 & 4 Berths at Adabeya.

Mr. D. Petropoulos representing the Owners stated that on the 22nd November 1950 whilst loading petrol in Jerrycans a sudden explosion occurred in No 3 Hold at approximately 9 a.m. and the resulting fire spread rapidly to Nos 1 & 2 Holds.

Efforts by the military and local Egyptian Fire Brigades to subdue the fire were unavailing and the vessel was ablaze from stem to stern until 11 p.m. when she sank alongside the berth.

It is not known whether sinking of the vessel was due to the amount of water pumped in by the fire brigades or the result of structural damage caused by the fire.

Details of the present position of the vessel are as under:-

- 1) The vessel is lying upright in a W.N.W. position with her starboard side to the quay.
- 2) The boat deck aft is just above water and the forecastle deck is approximately one foot under water. The main deck is under approximately five feet of water.

The vessel was sighted with a Divers Viewing Glass in ideal conditions the weather and sea being calm and particulars of the apparent structural damage are as under:-

DAMAGE FOUND

Shell Plating

On the port side the shell plating from the bulwark to the 1st below sheer is heavily buckled and corrugated in places from the stem to the forward edge of No 4 Hatch.

P.T.O.

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

"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 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."

DAMAGE FOUND (Contd)Shell Plating (Contd)

On the starboard side the forward plating which is lying away from the quay appears very heavily damaged a portion of the bulwark strake and part of the sheer strake in way of No1 Hatch being set inboard approximately twelve feet.

The poop shell plating appears intact but the paintwork indicates it has been subjected to severe heat.

Deck Plating

The main deck structure has completely collapsed between the after end of the windlass and the forward end of No4 Hatch coaming. The very serious damage is indicated by the fact that on the starboard side in one place the stringer plating is lying parallel to the bulwark plating.

Superstructure

The Bridge House on the after end of the forecastle deck comprising the Masters Accommodation, Wireless Room, Wheelhouse and Flying Bridge has completely collapsed and has fallen into No1 Hold. The Officers Accommodation on the main deck (ss) and the Seamen's Accommodation (p.s) is completely destroyed and has fallen into No1 Hold.

The Foremast has collapsed entirely and the Main Mast has broken away from its fastenings and is lying approximately seventy degrees aft from the vertical.

Funnel plating has been burnt and the structure is leaning to port. All rigging has been destroyed. Both lifeboats including one motor boat also one small service boat destroyed.

Hatch covers, tarpaulins, awnings, engine room skylights, destroyed. Poop accommodation spaces completely destroyed.

To the damage by fire must be added the damage by water, the electrical installation and the refrigerating unit will require extensive repairs and the entire hull and machinery will require a most stringent survey to ascertain the full extent of the damage.

The steelwork of the vessel has sustained very considerable structural damage and as far as seen it is my opinion that a minimum of 30% of the total steelwork may require renewal.

The raising of this vessel in her present condition must inevitably be an extremely expensive operation but until the vessel is raised and a comprehensive survey is made it is impracticable to estimate the total cost of repairs, but as far as seen it is my opinion that the repairs to steelwork alone could not be carried out at an Egyptian port ~~for~~ for less than LE. 80,000.

Survey fee LE 60.000
Expenses 5.000

J de Noij
Surveyor to Lloyd's Register.

Note:

In view of serious extent of the ~~visible~~ damage an examination by Diver was not considered necessary for the present.

J.H.



Lloyd's Register
Foundation

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