

COPY.

# Lloyd's Register of Shipping.



N°432/40

Port ALEXANDRIA,

8th May, 1940.

**This is to Certify** that

**I, HENRY BISHOP,**

the undersigned Surveyor to this Society did at the request of Messrs. RODOCANACHI & C<sup>o</sup>, S/S Agents for the Owners, also Captain LOGOTHETIS, Master of the S/S "ESTERO" ex "Point Estero", 4745 tons gross of Panama, and appointed by Messrs. MANLEY & C<sup>o</sup>-Succrs. GIVAN, BESLY & C<sup>o</sup>, Lloyd's Agents, Alexandria, on behalf of Underwriters concerned, attend on board that vessel whilst she was lying anchored in the outer harbour of this Port on the 24th April 1940 in order to ascertain the nature and extent of damage to vessel and alleged by the Master to have been caused by the vessel encountering heavy weather at sea on the 23rd and 24th January 1940 when on a voyage from Philadelphia to Iquique, in ballast.

It was reported by the Master that the forepeak side bow plating had leakage, also the N°1 and N°2 double bottom oil fuel tank and bilges were leaking on account of the said heavy weather. Temporary repairs were effected by cement boxes in the forepeak by ship's staff at Iquique. Vessel subsequently loaded nitrates in bulk at that Port and proceeded on a voyage to Sete via Panama Canal. At Panama vessel was surveyed and allowed to proceed with a recommendation that on the completion of discharge of her cargo, vessel be drydocked for further examination and repairs. It was also stated that during the course of the voyage from Panama to Sete, heavy

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ther was encountered and leakage of water increased in the Nos.1 & 2 hold bilges, but was kept under control by pumps.

Vessel arrived at Sete and discharged her cargo and again examined by a Surveyor to Lloyd's Register, but on account of general conditions, drydock not available and vessel proceeded to Alexandria for drydocking and repairs. The Master also stated that 1st shifting vessel at port of Sete on the 1st April 1940, vessel landed in sand and mud and machinery trouble incurred on account of condenser being heated and other minor items.

For all particulars concerning the above, see ship's log-book. Abstracts from ship's log-book attached to this Report.

After examination of all particulars, the forepeak was examined internally and cement boxes seen on the port lower shell plate and also in way of stem at fore foot.

Soundings were taken of hold bilges and tanks Nos.1 & 2, all were found full of water and fuel oil.

Recommendations were made to the Master to clean the above double bottom tank and hold bilges before proceeding into Alexandria Drydock and the tanks gas freed and certified for the carrying out of repairs.

A diver's examination of bottom in the way of Nos.1 & 2 tanks was also recommended to plug and stop existing leaks before entering the Drydock under Admiralty control. Several missing rivets were plugged and leaky seams stopped and the tanks emptied of water and gas and declared cleaned and gas free for carrying out repairs on the 1st May when vessel entered the Alexandria Drydock for examination and repairs.

The following are the repairs carried out and considered attributable to vessel encountering strong heavy weather condition at the 23rd and 24th January 1940:-

#### RECOMMENDATIONS.

Well plates on Port side:

Strake N°1. Fractured longitudinally. extent of 3'-0".

Plate 16'-6"x5'-6"x1/2"  
To cut out and renew.

Strake N°1. Fractured to the extent of 3'-0".

Plate 20'-6"x5'-6"x1/2".  
To cut out and renew.

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Stem rivets in way of fore foot.

Twenty slack to cut out and renew.

The bottom shell plate riveting from the stern, keel plates to the end of N°2 D. B. fuel tanks, also A and B strake to bilge strakes started and leaking. In all about 160 shell rivets renewed, 700 caulked and electro welded heads, also all plate seams where leaking hardened up and caulked.

Some leaky shell rivets on Port side fuel tank amidships leaky. Electro-welded.

The suction oil pipe lines in Nos.1 and 2 double bottom tank tested and three lengths of pipe, flanges, joints where leaking rejoined and made tight.

After all bottom damage repairs completed, the fore peak, Nos.1 and 2 double bottom tanks tested in Drydock and tight to my satisfaction.

During the testing of the fore peak tank Port side K strake plate N°1 showed a slight fracture and on account of time limit in Drydock the fracture was electro-welded and a cement box fitted internally and tank again tested tight.

Total time in Drydock for carrying out these repairs four working days.

After refloating, the double bottom tanks filled and tested with a head of water as by this Society's Rules and found tight and satisfactory.

The above damage and permanent repairs on account of heavy weather during the vessel's voyage from Philadelphia to Equique on the 23rd and 24th January 1940 have been completed except Port E Strake 1 now temporarily repaired and which is recommended to be dealt with at Owners' first convenient opportunity.

Examination of bottom whilst in Alexandria Drydock on account of vessel's alleged grounding in the Port of Sete on 1st and 3rd April 1940 and no damage found. The sea connections opened up, examined and all valves and sea cocks ground in and replaced in good condition.

Repairs. Main inlet ballast line pipe leaking and fracture braced and pipe rejoined.

All damage repairs having been completed to my satisfaction on the 5th May 1940, the S/S "ASTERO" was in my opinion



in fit and efficient condition to proceed on her stated voyage to India for loading dry and perishable cargo.

Survey Fee and this Report:- £.22.11. 0.

Expenses:- 1.10. 0.

Stamp Duty Fl= 0. 3.

£.23.11. 3.  
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ALEXANDRIA (Egypt) 9th MAY, 1940.

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9th May, 1940.

*H. P. Bishop*  
SURVEYOR  
LLOYD'S REGISTER



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