

Rpt. 8

Port of Piraeus

No. 9051

Date of Writing Report

When handed in at Local Office

14.6.61

Received at

Survey held at

Skaramangas, Greece

No. of Visits

First Date 16.5.1961

Last Date 1.6.1961

DISCLOSED SECTION

REPORT OF SHIP SURVEYS AND REPAIRS

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

DISCLOSED SECTION

No. in R.B.

65380

No. on the Iron or Steel MS.

"IOANNIS INGLESSIS"

No.

Tons gross 7035

Year 1942

Month 5

Built at

Sld.

By Whom

Short Bros. Ltd.

When

Owners

Messrs. D. Inglessi Fils S.A.

Owners' address

(If not already in R.B.)

Piraeus

Managers

Port of Registry

Surveyed Afloat or in Drydock

Both

Name of Dock

Queen Frederica Floating Dock

Date of last examn. in Drydock

18.5.61

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

Last Report: No.

149179

Port

RA

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 plates are replaced or retested the necessary particulars are to be given on Report 8(Eg) which is to be attached to this Report.

See dates and references to any letters relating to this Report Cable 26.5.61

SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

	+100A1		+IMC
	with freeboard	E.S.	1,56
S.S.	8,56	M.B.S.	11,59
D.S.	11,59	TS CL	11,59N
		S.P.S.	7,59

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

Freeboard as marked on ship and now verified Not verified

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

EXAMINATION AND REPAIRS AS PER RULE FOR Part Special Survey & Docking Survey.

& T. repairs recommended to be carried out and repairs carried out up to our last visit on board.

Both rudder pintles found worn, lower pintle now renewed and work on upper pintle and bush still in progress; slot welds of rudder side plating found wasted, now built up and contour plate found wasted, now renewed.

Edge keel amidships p.s. found indented and fractured, now released, faired and replaced.

Shell plates drilled as follows (two test holes per plate, figures below are mean thickness):-

Starboard side from forward:

1st strake below sheer No. 9	.50"	
No. 10		wasted with a subsequent doubler, which also found cracked, recommended to renew, plate now removed.
No. 11	.39"	Recommended to renew, plate now removed.
2nd strake below sheer No. 9	.50"	
Nos. 10, 11, 12	.41"	Recommended to renew, plates now removed.
Nos. 13, 14	.43"	Recommended to renew (wavy at heels and toes of frames).

CONTINUATION OVER/OR SHEET 2

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

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

Now.

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 forwarded for the information of the Committee only (Vessel withdrawn from Class by the Owners before the survey was completed; see letter 7.6.61, reference C)

Date of Committee

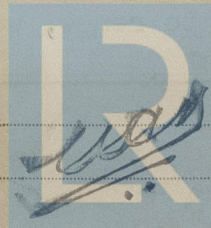
FRIDAY 23 JUN 1961

Minute

50m, 4, 59 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

Owners request.



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GENERAL COMMITTEE

Thursday, 20th July, 1961

Classing Committee's decision confirmed.

TABLE 1

"IOANNIS INGLESSIS"

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR PART SPECIAL SURVEY & DOCKING SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	No
Rudder lifted	Yes	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	No. 1 W.B., Nos. 2, 3, 4 & 6 F.O. Yes.	No.
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes			
Holds except No. 6 hold.	Yes.	Fresh Water Tanks		
		Deep Tanks	Yes.	No.
Tween Decks except No. 6 tween deck.	Yes.	Oil Fuel Bunkers and Settling Tanks		
		Side Tanks		
Fore Peak Spaces	Yes	Wing Tanks		
After " "	No	Other Tanks		
Engine Space	Yes	Cargo Tanks (Tankers)		
Boiler	Yes			
Under Engines and Boilers	No			
Tunnel and Well	Yes	Cofferdams		
Coal Bunkers	None	Pump Rooms		
Chain Locker	Yes			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	Yes.	
		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? Yes

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

Have the bilges been cleaned out and examined? Yes, except in No. 6 Hold. Has cement in bottom been examined? Yes

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? No.

Has a Load Line Survey been held? No. If so, state which -

Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? - 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	Celling 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	Plating and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shocks	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of 3 Condition Good
Longitudinals	Freeing ports	Cables (State if now ranged and examined) Yes. 1 7/8"
Transverses	Steering Gear (Main and Auxiliary)	" length 105 fms. mean diam. 1 3/4"
Floors	examined and found	" Rule Length 270 fms. Size 2 1/2"
Keelsons	Windlass examined and found	Hawse and Warps Not examined
Stringers	Pumps	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors	now been supplied or retested, if so.
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Please See Below repairs recommended.

REMARKS, REPAIRS, Etc. (Contd.) Port side from fwd:

2nd strake below sheer: No. 10 .60"

No. 11 .44" recommended to renew.

3rd strake below sheer: No. 10 Wasted and cracked again (see S.R.L.) recommended to renew

No. 11 .43" recommended to renew.

No. 12 .44" recommended to renew.

No. 13 .56"

Upper deck plating aft of No. 6 hatch and aft deckhouse, between line of openings found wasted and recommended to renew, work now in progress. Also plating in way of winch p.s. between

Continued/

Survey Fee £ 166.10.0

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

14.6.61

Travelling Expenses (if chargeable)

16.15.0

Contn. Sheet

of

Continuation of Ship/Mech Report No. 9051

dated 14th June, 1961

DISCLOSED
SECTION

on the S.S. "IOANNIS INGLESSIS"

Hatches 5 and 6 locally wasted, to double.

Winch seatings partly wasted, recommended to renew; work now in progress.

Horizontal stiffeners on hatch coamings Nos. 1 and 2 s.s. and Nos. 4 and 5 p.s. wasted to renew; work now in progress.

Bulwark top angle, amidships p. & s. wasted and cracked, to renew; work now in progress.

Freeing port stiffeners wasted, to renew; work now in progress.

Guard rails aft missing or wasted, to renew, now done.

Aft house casing s.s. wasted at lower part to double; work now in progress.

Companionway W.T. doors and wasted sills to repair.

Bridge boat deck p.s. completely wasted, to renew; work now in progress. At s.s. two plates partly wasted and cracked, one to double and one to renew partly.

Wasted air pipes to renew or repair, supply wood plugs and wire gauze to O.F. air pipes; work now in progress.

4 air ventilators aft of No. 6 hatch wasted, to renew.

E.R. skylight, wasted at places, to repair.

E.R. air ventilators dampers missing, to fit.

Chain locker bottom plating, lower strake of collision bulkhead in way and lower part of stiffeners with brackets, wasted, recommended to renew.

No. 1 hold 19 bilge brackets counting from aft, p. & s. found of reduced thickness and recommended strengthening by welding on bracket an O.A. parallel to flange; 2 lower pillar brackets torn, to renew.

No. 1 tween deck aft bulkhead lower part at centre and at sides p. & s. wasted, to crop and renew.

No. 2 hold aftermost bilge bracket p. & s. wasted, to double; aft longitudinal bulkhead buckled and distorted, recommended to strengthen by fitting pillar stiffeners at intermediate beams (existing stiffeners every second beam); 3 lower pillar brackets torn, to renew.

No. 2 tween deck aft bulkhead lower part at sides p. & s. wasted, to renew; longitudinal bulkheads forward and aft lower part wasted, to renew.

No. 3 hold forward longitudinal bulkhead, one plate buckled, to crop, fair and refit and strengthen with stiffener; 2 lower pillar brackets torn, to renew.

No. 3 tween deck aft bulkhead lower part at sides wasted, to renew.

No. 5 hold bilge brackets p. & s. found of reduced thickness and recommended strengthening as in No. 1 hold; tunnel top indented at one place, to double.

No. 5 tween deck aft bulkhead lower part at sides p. & s. wasted, to renew; aft longitudinal bulkhead lower part wasted, to renew.

E.R. 5 aftermost bilge brackets p.s. with wasted web, to part crop and renew.

Deep tank (No. 4 hold) crown of tank plating, centre line girder, beams and beam knees; main frames; aft transverse bulkhead plating, stiffeners and brackets; forward transverse bulkhead plating and lower stiffener brackets; shell stringers and horizontal brackets; all above found wasted and recommended to renew. Bilge brackets also found wasted but at this point arrangements were discussed to repair same without re-docking vessel.

Inner bottom of ship in way of D.T. to drill test holes.

Also 105 fathoms of chain cable were recommended to be renewed.

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Continued/.....
Lloyd's Register
Foundation

on the S.S./M.S. "TOANNIS INGLESSIS"

Condition of Class. Shell plate No.10 in 3rd below sheer(fractured and doubled)
(p.s. from forward) to be specially examined and dealt with as necessary at next
drydocking. Please see main body of report.

No.4 D.B. tank not to be used until air pipes be specially examined and dealt with
as necessary at next special survey. Recommended repair of wasted air pipes.

Philip

