

Rpt. 8

TUESDAY 11 SEP 1957

Port: Genoa

No. 22350

Date of writing Report 3rd May 1957

When handed in at Local Office

Received London

24 MAY 1957

Survey held at Genoa

No. of Visits 9

First Date 9/4 1957

Last Date 23/4 1957

# REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

64187

on the Iron or Steel ~~MSX~~ <sup>SS</sup>

"IOANNIS INGLESSIS"

Tons gross 7035

Built at Sunderland

By Whom Short Bros. Ltd.

When Year 1942 Month 5

Owners D. Inglessis Fils S.A.

Owners' address (If not already in R.B.) Piraeus

Managers -

Port of Registry

Surveyed Afloat or in Drydock afloat

Name of Dock

Date of last exam. in Drydock -

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

Last Report: No. 2575  
To be filled in at Head Office.

Port RW

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

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100 A1 with freeboard	+ LMC 8/52
SS Smk 8/52	BS M 2/57
Dkg 8.56	TS CL 11/56
	SP 8/52

Classification (H) 1.4.57

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. Dge Rpt. to follow

Freeboard as marked on ship and now verified - ft - ins

Was a damage report made by anyone else? If so, by whom? NO

EXAMINATION AND REPAIRS AS PER RULE FOR CONTINUATION OF PERIODICAL SPECIAL SURVEY.

### Wear & Tear Repairs:-

**Deep tank:** Frames for upper span P & S found corroded on flanges - flanges now reinforced by electric welded fore plates. Stiffener bottom brackets on after bulkhead thin, now renewed. Centre line partial bulkhead fractured & thin in parts, plating now renewed & existing stiffeners re-fitted. All repairs satisfactorily completed.

**ALTERATIONS:** The existing P & S settling tanks in the Eng. Room, have now been dispensed with as tanks. The structure remaining as originally with holes burnt in the plating to prevent the tanks being used as such.

New settling tanks have been fitted in the midship tween decks P & S, not forming part of the ship's structure. These tanks have been satisfactorily built to plans approved in this office & were satisfactorily tested on completion. The P & S coal bunker hatches in the upper deck amidships have been removed & the opening plated in 12 mm. thick.

### Items remaining to complete the Special Survey:-

**To be examined:** Shell plating, stem frame & rudder.  
Anchors & cables.  
Chain locker. Freeboard to verify.

CONTINUATION 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 Fair'd or Repaired								
Fair'd 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? yes

### 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".

It is submitted this ship is eligible to remain as classed without record of docking & to have the notation of "SS - with place and date" on completion, subject to no.1 plate in 4th below sheer (p.s.f.) being renewed by completion of the SS & to the spare bower anchor (supplied Gen 4/57) being verified with its certificate at the first opportunity.

*J. D. Sutherst*  
( J. D. Sutherst )  
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

Mohajan (m)  
W... ..

Noted for Header

TUESDAY 2 JUL 1957

Deferred for ep 55  
Sub ES 1.56, subject

NOTES FOR POSTAGE

FRI 13 JUL 1957

Further information  
Write to Lloyd's Register of Shipping

CERTIFICATE WRITTEN 21/1/58

Lloyd's Register Foundation

008648-008655-0036

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR CONTINUATION OF SPECIAL SURVEY 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	no	F.P. Tank	yes	yes
Rudder lifted	no	A.P. "	yes	no
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	yes Nos. 4, 7 dry tank (O.F.) cofferdams No. 5	yes Nos. 6, 7 d.b. tank (O.F.) No. 5
Hatchways, Covers, closing and securing appliances	yes			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks	none	none
Holds	yes No 4 & 5	Deep Tanks	yes	no
'Tween Decks	yes all	Oil Fuel Bunkers and Settling Tanks	yes	yes
Fore Peak Spaces	yes	Side Tanks	none	none
After "	yes	Wing Tanks	none	none
Engine Space	yes	Other Tanks	none	none
Boiler "	yes	Cargo Tanks (Tankers)	none	none
Under Engines and Boilers	yes			
Tunnel and Well	yes	Cofferdams	none	none
Coal Bunkers	none	Pump Rooms	none	none
Chain Locker	no			
Other Spaces	none			
		Have Tanks now Examined been Cleaned as Necessary?	yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	none	
		Have Tanks been Retested as necessary after completion of any Repairs?	no	

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**

Has steelwork had rust removed and afterwards been recoated as necessary? **yes**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **none**

Has a Load Line Survey been held? **yes complete** except verification of marks

Have the shell and deck plating been drilled as per Rule? **Renewal**

Have any alterations to the approved scantlings and arrangements now been effected? **New T.D. settling tanks fitted**

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	nor examined	Ceiling and Cargo Battens	good
" " in way of side scuttles	not exd	Cement or Asphalt	"
Rudder and Sternframe	"	Cargo and other Hatchways	"
Decks	"	Hatches and closing appliances	"
Superstructures and their closing appliances	good	Ventilators, their coamings and closing appliances	"
Coamings and Casings	"	Companionways and Skylights	"
Beams and Fastenings	"	Shell Openings	not examined
Frames	"	Ash Shoots	none
Reverse Frames	"	Overboard Discharges and Scuppers	good
Longitudinals	"	Freeing ports	"
Transverses	"	Steering Gear (Main and Auxiliary)	"
Floors	"	examined and found	"
Keelsons	"	Windlass examined and found	"
Stringers	"	Pumps	"
Inner Bottom Plating	"	W.T. Doors	"
Bulkheads and Tunnel	"		
		Sluice Valves examined and found	none
		Air and Sounding Pipes	good
		Doubling Plates under Sounding Pipes	"
		Masts and Rigging examined and found	"
		Condition, how ascertained (State if wedges removed)	from aloft
		Chain Locker	not exd
			yes
		EQUIPMENT	
		Equipment Letter	-
		Anchors, No. of <b>3B+IS</b>	Condition not exd
		Cables (State if now ranged and examined)	not range
		length (on board)	mean diam. } not
		Rule Length	Size } exd
		Hawsers and Warps	sufficient
		State if any Anchors or Chain Cable have now been supplied or retested, if so,	1 bower
		complete Report 8(Eq) and attach.	+3 lgs c

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

REMARKS, REPAIRS, Etc. (Contd.)

ALTERATION PART J.S. = £ 61-15-0  
Survey Fee £ 4-13-0

RISSER Second Surveyor's Fee (if any) £ 1-9-0

Date when A/c. Rendered 19/5/57

Special Damage or Repair Fee (if any) £ 8-17-0  
CARR FURN £ 5-8-0  
Travelling Expenses (if chargeable) £ 27-16-0

(PAYABLE IN LND)

Rpt. 9a

Port of GENOA

Continuation of Report No. 22350 dated 3rd May 1957

on the

"IOANNIS INGLESSIS" (Sheet No.2)

To examine internally: d.b. dry tank. In wet - Refer Surveyor's letter Genoa 2/2/57.

To test; Deep tank. A.P. tank. No 4 d.b. tank P & S (O.F.). No 1 plate (p.s.f.) in 4th below sheer being dealt with as previously recommended.

CONDITION OF CLASS/

No.1 plate (p.s.f.) in 4th below sheer, examined & found to remain efficient. Nothing done in this respect now due to shortage of time & this item remains to be dealt with.

No.6 in 2nd below sheer (S.S. aft) now dealt with, see under "Damage 1". It is submitted this condition may now be removed from the ship's class.

45 fms chain cable + 1 bower anchor, now dealt with (see under "Damage 2") except bower anchor to be checked with its certificate of test & certificate duly endorsed. It is submitted this condition of class may be amended to verification of anchor with its certificate, (SS) Settling tank bulkhead plating (leakage) etc.-, now dealt with, see under "Alterations". It is submitted this condition may be removed from the ship's class.

ENDORSEMENT.

Wavy sheerstrake top (PS) etc aft, now dealt with by fairing in place - please also see under "Damage 3". It is submitted the blemish of the sheerstrake aft, may therefore be removed from the records, but that the reference to a similar blemish in way of No.1 hatch should remain as this has not been dealt with, but the condition of same remains satisfactory.

DAMAGE 1: stated to have been sustained at Rijeka through contact with tug "UDARNIK" on the 20th May, 1956.

Note:- The damage was confined to set in sheer plating & damaged internals (S.S.) in way of No.4 hold.

Found and now done:

Plate in 2nd below sheer No;6 from aft (SS) set in - renewed.

Plate in 3rd below sheer in way, set in, cropped & part renewed.

2 frames in way distorted, removed, faired & refitted.

4 framed in way slightly distorted, faired in place.

4 - 2nd deck beams & their knees, in way distorted, removed, faired & refitted.

All repairs satisfactorily carried out.

DAMAGE 2: stated to have been sustained during heavy weather conditions, whilst proceeding from Portland, Oregon, to Karachi, on November 1956.

Note: The damage was confined to the Forecastle spirketing plate.

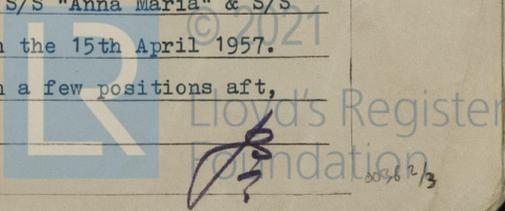
Found and now done:

Spirketing plate buckled & fractured (SS) - now cropped, satisfactorily part renewed.

1 bower anchor & 3 lengths of chain cable lost, now renewed. The chain cable was verified with its certificate & the certificate endorsed. The bower anchor (to be used as spare) has been placed abroad, but no opportunity was afforded to certify the marks with its certificate of test. (please see Rpt.8 (Eq)).

DAMAGE 3: stated to have been sustained through contact with S/S "Anna Maria" & S/S "San Nicolas" whilst manoeuvring at Calata Gadda, Genoa, on the 15th April 1957.

Found and now done: P & S sheerstrake top edge indented in a few positions aft, now faired in place.



The Surveyors are requested not to write in the space above

(EQUIPMENT)

To be securely attached to

NAME IOANNIS INGLESSIS

REPORT SENOA

No. 22350

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

of te	Anchors	Weight Ex Stock			Weight of Stock			Test per Certificate				Weight required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Tons	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.			
	1 Bower	68	2	0	Stockless			52	18	3	0	-	-	-	Byees improved type C.S. Head	W.L. Byees & Co	Low Walkee 272.5ft R.J. Vogan
	Collective Weight Stream																

CHAIN CABLES

of te	Length and size supplied		Test per Certificate		Weight of Chain Cable					Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent
	Length Fathoms or Metres	Diam. Ins. or M/ms	Statutory Tons or Kilogs	Breaking Tons or Kilogs	Supplied			Rule		Length Fathoms or Metres	Diam. Ins. or M/ms			
					Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.					
4	45	2	<del>100-16</del> -0-0	<del>144-2</del> -0-0	100	0	14	-	-	-	-	Stod Line <i>Stud Link</i>	N.B. Elec. Welding Co.	Glasgow 31.1.57 L.L. Wright

*J. H. Luthurst,*  
Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed? Yes, except anchor certificate remains to be endorsed & checked with anchor marks.

In my opinion to remain  
sly recommended, without