

Ship's Name SS/MR " ANGELIKI ", 1173 Gross tons of Massawa, 7194

Is there a rpt. 9? no Port PORT SAID Rpt. No. 7194

No. of visits 3 First date 19.5.63 Last date 3.6.63

Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? yes List rpt. (H.Q. only) 5478

Date of completing rpt. 6.6.63 Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. afloat Last date of examination in D.D. -

Has a Load Line Survey been held? no Freeboard Marks verified -

State which additional Rpt. 8 is attached (Cont): ~~XXXXXX~~

Survey fees £. 20.000mms Damage fees - Expenses £. 3.300mms

S.A. fee -

112 JUN 1963

I have surveyed the above ship in accordance with the Rules for damage alleged to have been sustained as a result of fire blown up in the lower hold, on the 17th May, 1963, whilst handling cargo at Port Said, Bassin Hussein.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. The following damages have been found and repairs recommended. No shell expansion plan available on board.

Frames numbered according to the General Arrangements Plan.

FOUND :-

RECOMMENDED :-

Port side shell plating

Sheer strake plates Nos.3,4,5,6, 7 and 8 from stem, between frames Nos.75 and 123 waved and cambered.

Plates Nos.4,6,and 7 to be renewed, plates Nos.3 and 5 to be removed, faired and refitted, plate No.8 to be faired in place forward to frame No.75.

1st strake below sheer plates No.4,5,6 and 7 between frames Nos.118 and 80 waved and cambered.

plates Nos.4 and 5 to be renewed, plates Nos.6 and 7 to be removed, faired and refitted.

I recommend that this ship ~~xxxxxx~~ be temporarily suspended from her present classification in the Register Book pending permanent repairs to the port and starboard side shell plating forward to frame 65, to the main deck, central line bulkheads and appliances forward to frame 65, to the collision bulkhead and to the raised quarter deck bulkhead.

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

Signature: [Handwritten] Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 12 JUN 1963

Minute

Repairs required Class suspended 7.63

ALSO FOR [initials]

SPL FOR

TRO

SRL ✓

POSTING [initials]

HEADER

CERT

Lloyd's Register of Shipping

action 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

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

FOUND :-

2nd strake below sheer plates No.4 and 5 between frames Nos.95 and 115, deformed at the upper part in way of the riveted seam.

Shell frames from Nos.78 to 116 deformed and part broken, together with stringer in panting region.

Starboard side shell plating

Sheer strake plates Nos.4,5,6,7, and 8 between frames Nos.121 and 66 waved and cambered.

1st strake below sheer strake plates Nos.4,5,6 and 7 between frames Nos.123 and 80 waved and cambered.

2nd strake below sheer plate No.5 between frames 105 and 115 deformed at the upper part in way of the riveted seam.

Shell frames from Nos.66 to 116 deformed and part broken, together with stringer in panting region.

Main deck

p.s. stringer strake plating from frame Nos.75 to 117 corrugated.

p.s. deck plating between stringer and outside line of openings

RECOMMENDED :-

Upper edge of plates Nos.4 and 5 to be faired in place.

Approximately one third of the frames to be cropped above bilge and part renewed, remainder to be removed, faired and refitted or faired in place as found more convenient after removal of the shell plating affected.

Plates Nos.4,5,6 and 7 to be renewed, plate No.8 to be removed, faired and refitted.

Plate No.5 to be renewed, plates Nos.4,6, and 7 to be removed, faired and refitted.

Upper edge of plate No.5 to be faired in place.

Approximately one third of the frames to be cropped above bilge and part renewed, remainder to be removed, faired and refitted or faired in place as found more convenient after removal of the shell plating affected.

p.s. stringer plating between frames Nos.87 and 117 to be renewed, between frames 75 and 87 to be removed, faired and refitted.

plating to be renewed forward to frame 78 and removed, faired and

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Lloyd's Register Foundation

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Port PORT SAID Rpt. No. 719+

FOUND :-

corrugated from frame No.74 to 117 and with one welded butt broken.

deck plating inside line of opening from frame Nos.65 to 69, from frame No.89 to 99 and from frame No. 113 to 117 corrugated.

s.s. deck plating between stringer and outside line of openings corrugated from frame No.65 to 117.

s.s. stringer strake plating from frame No.65 to 117 corrugated.

Main deck beams and knees from frame No.76 s.s. and from frames No.66 p.s. to the collision bulkhead at frame No.117, deformed.

Bulkheads

Plating of the 1st, 2nd and 3rd horizontal strakes from top of the fore peak tank aft bulkhead at frame No.117 corrugated.

Vertical stiffeners of the collision bulkhead inside fore peak tank deformed at the upper part.

Horizontal girder of the collision bulkhead inside hold space deformed.

Plating and stiffeners of the centre line bulkhead between frames 66 and 69 below main deck deformed

Plating and stiffeners of the centre line bulkhead between frames 89 and 99 below main deck severely deformed.

Plating and stiffeners of the centre line bulkhead between frames 113 and 117 below main deck deformed starting approximately 6 feet from the tank top upto deck.

Plating and stiffeners of the centre line bulkhead between frames 89 and 98 above main deck deformed.

RECOMMENDED :-

refitted aft to frame 78.

deck plating to be renewed and the doublers in way of the hatch corners to be removed, faired and refitted.

Plating to be renewed with the exception of the portion between frames 76 and 87 that is to be removed, faired and refitted.

Stringer plating to be renewed.

Part to be renewed and part to be removed, faired and refitted as found more convenient after removal of the deck plating.

Plating of the 1st and 2nd strakes to be renewed, 3rd strake plating to be removed, faired and refitted.

To be faired in place.

To be removed, faired and refitted together with the end brackets connected to the side shell plating stringers.

Plating and stiffeners to be removed, faired and refitted.

Plating and stiffeners to be renewed.

Plating and stiffeners to be cropped and part removed, faired and refitted.

Plating and stiffeners to be removed, faired and refitted.



Ship's Name SS/MS " ANGELIKI "

Port PORT SAID

Rpt. No. 7194

FOUND :-

Raised quarter deck forward bulkhead and stiffeners at frame 98 deformed between tonnage openings.

Forecastle spaces after bulkhead at frame 115 deformed at the lower part.

Port and starboard side bulwark and stanchions between frames 98 and 113 deformed.

Miscellaneous

Approximately 50 square yards by 2.1/2" thickness of tank top wooden ceiling and bilge covers in way of hatch Nos. 1 and 2 carbonized.

Hatch No.1, 44 hatchway timber covers, 6' x 1' x 2.1/2", carbonized.

Hatch No.2, 20 hatchway timber covers, 7' x 1' x 2.1/2", carbonized.

2, No.1 hatchway tarpaulins, 30' x 18', carbonized.

2, No.2 hatchway tarpaulins, 44' x 22', carbonized.

Approximately 100 hatchway timber wedges burnt.

2, 2 x .0045" rubber insulated, lead covered and steel braided electrical cables for the mast navigating light and the fore-castle lighting carbonized.

Timber protection casings of air and sounding pipes of double bottom tanks, cofferdams and bilges forward to frame 65 port and starboard sides inside hold carbonized.

Wooden cargo battens, 5"x1.1/2", port and starboard forward to frame 65 inside hold carbonized.

2, 120 fathoms serviceable manila ropes of 6 " circumference carbonized.

RECOMMENDED :-

Plating to be cropped at the in-board edges of the tonnage openings and part renewed, stiffeners in way to be removed, faired and refitted.

Plating to be cropped approximately 2 feet from deck, removed and refitted, stiffeners in way to be faired in place.

To be removed, faired and refitted.

To be renewed.

Approximately 300 feet of each line to be renewed.

To be renewed.

To be renewed.

To be renewed.

LD
5/17/65

Ship's Name SS/MS

Port

Rpt. No.

FOUND :-

2, 120 fathoms new manilla ropes
of 3.1/2" circumference carbonized.

3, 12" x 12', 1.1/2" circumference
manilla rope cargo handling nets
carbonized.

RECOMMENDED :-

To be renewed.

To be renewed.

According to the Owner's instructions the ship will proceed to Greece for permanent repairs.

In consideration of the extensive damage to the port and starboard sides shell plating and main deck combined with the big number of the frames fractured and rivets probably loose in the affected zone, it is submitted the classification of this ship in the Register Book be temporarily suspended pending permanent repairs.

