

REPORT OF SURVEY

S/S "LEONIDAS" - TOUCHING BOTTOM



Under the authority of Messrs. Frank B. Hill & Co., Lloyd's Agents at Maracaibo and of Mr. Julio Vollmer Martinez, Lloyd's Register of Shipping Surveyor at Venezuela, I, the undersigned acting Surveyor, on February the 13th., 1965, did, on call from Cía. Shell de Venezuela, Ltda. at the request of the ship's Master, Captain John Fakis, attend the Liberian tanker S/S "Leonidas", of 13406 Tons. owned by Miramonte Cía. Naviera S.A., whilst the vessel lay afloat alongside the Berth N°5 at Cía. Shell de Venezuela's Marine Terminal at Puerto Miranda, in order to examine and ascertain if damage was sustained due to a suspected touching of bottom on February the 10th., 1965 at approximately the 0134 hours in the neighborhood of buoy N° 2 of Las Minas Bay Channel (Panama), whilst the vessel was proceeding, under Pilot's advise, on her way at reduced speed, to Payardi Island Marine Unloading Terminal, with a shipment of oil consigned to the Panama Refining Co.-

FACTS:

On the date, time and geographical location above described, whilst proceeding at reduced speed slight vibration as caused by touching bottom was felt for a few seconds by the Captain and other members of the crew, with no further other signs or results.-

FOUND:

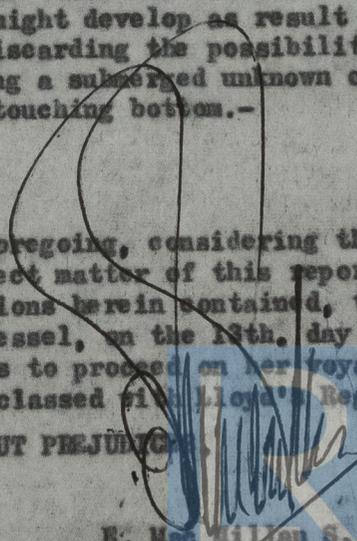
A general inspection of the vessel and examination of facts in relation with the above suspected accident and behaviour of the vessel and her machinery prior and after the incident showed no defects or weakness which could be a cause for the vibration felt which arose the suspicion of touching bottom or defects or weakness which could be a result or consequent on touching bottom, which seems altogether impossible under the conditions of prevailing weather, tides and draft at the moment of the incident (app. 32 ft) and depth of the said channel, indicated as varying from 57 to 59 ft. on the respective chart, inside and outside the channel at the proximities of buoy N°2.- For further particulars see the vessel's Log-Books.-

Notwithstanding the above, a further observation of facts in relation with the vessel and her propulsion gear behaviour is recommended with respect to possible defects of facts not shown at this time or which might develop as a consequence of touching bottom or the fact which caused the vibration matter of such suspicion, together with a further examination of the external surfaces of the bottom plating to be carried out during the next drydocking of the vessel to determine the nature and extent of possible defects which might develop as result of an eventual actual touching of bottom.- Not discarding the possibilities of other causes such as an earthquake or striking a submerged unknown obstacle which could have caused the same effect as touching bottom.-

CONCLUSIONS:

In view of the foregoing, considering the actual conditions shown in relation with the subject matter of this report and subject to compliance with the recommendations herein contained, the undersigned acting Surveyor, considers this vessel, on the 13th. day of February, 1965, to be in good and fit conditions to proceed on her voyage and trade and recommends to be retained as now classed with Lloyd's Register of Shipping.

GIVEN WITH GOOD FAITH AND WITHOUT PREJUDICE.

  
E. Mac Millan S.  
App. Lloyd's Register of Shipping  
Surveyor.

Lloyd's Register  
Foundation

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