

COPY

LLOYD'S REGISTER OF SHIPPING



Port Newport News, Va.

July 20th, 1964.

(Rpt. #8764).

This is to Certify that

H.G. SAUNDERS.

the undersigned Surveyor to this Society did at the request of Messrs. Salvage Association, London, 100 William Street, New York, N.Y., and on behalf of the Underwriters concerned survey the

S/S "LEONIDAS"
13,406 gross tons of Monrovia

for the purpose of ascertaining the nature and extent of the damage alleged to have been sustained on December 9th 1963, in consequence of striking a submerged object, while on a voyage from Puerto Miranda, Venezuela, to Bahia Las Minas, Panama in loaded condition.

For further particulars please refer to the Vessel's Log Books, translated abstracts from which, as supplied by the Owner's representative, follow:-

Voy. No. 151 from Puerto Miranda, Venezuela to Bahia Las Minas, Panama.

December 9, 0640; Made fast tow tugs BEATRIZ & REGINA.
0710; Pilot on board Mr. Perdomo.
0720; Engine stand by.
0735; Unmooring.
0740; Tugs dismissed.
0748; Dock pilot disembarked, sailed for Punta Carden.
1110; Passed buoy E.M.
1650; Engine stand by at Punta Cardon pilot station
1720; Stop engine.
1735; Pilot disembarked.
1740; Full speed for our destination Las Minas Bay.
1750; That time strong vibration experienced. Chief Engineer reported to the bridge unusual heavy knock was heard and that engines were stopped momentarily and vibration existed. Propeller probably striking
1753; of submerged object. Stopped engines.
1802; Engine again full ahead. When revolutions were

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

(2^d).

S/S "LEONIDAS"

July 20th, 1964.

2000; between 85-90 we noticed high vibration and increased revolutions reduced vibration.
RPMS. 105 Moderate to high vibration.

December 10, 1200; Various observations. Moderate to high vibration of the tail shaft and all over vessel.

December 11, 1245; Arrived Bahia Las Minas.

" 11, 1340; Anchored Bahia Las Minas.

(Signed) A. Volikas, Master s/t "LEONIDAS"

On July 8th 1964 and subsequently, the Undersigned proceeded to the plant of Messrs. Norfolk Shipbuilding and Dry Dock Corporation, Norfolk, Va., where the vessel was lying on drydock and upon examination the following damage was found and recommendations made:-

FOUND:-

Propeller Four (4) Bladed Built up Type

1. Two (2) blades with approximately 36" missing measures from tips toward hub.
One (1) additional blade fractured in way of palm stud holes at hub connection.
Hub frozen on shaft and fractured.
Fairwater cap broken at outer end and rope guard missing.

2. Coupling bolts connecting tail shaft to intermediate shaft loose and clearance between shaft and stern bush wood excessive (11/32").
Shaft liner deeply scored and grooved in way of stern gland packing.

Stampings on New Propeller

Lloyds No. 9895 Rott
20-2-64 AH.

Stampings on New Shaft

Lloyds No. 2099 Rott.
12-5-64 EMD.

3. Diameter of new tail shaft liner larger than used shaft.
4. Section of new tail shaft in way of steadiment bearing larger in diameter than used shaft.

RECOMMENDED:-

Necessary disconnections and removals to be made, propeller hub to be heated and propeller to be jumped, hung off in aperture and rigged ashore. Propeller deemed unfit for further use, and to be removed to scrap yard.
Delivery to be taken of Owner's supplied new solid bronze 4 bladed propeller and fairwater cap.

Owners elected to fit a new tail shaft.
Used shaft to be drawn in and placed in storage rack aboard ship and necessary strapping to be furnished and fitted as required.
Owners supplied new tail shaft to be removed ashore to machine shop, taper machined and shaft fitted to new propeller without and with key.
Tail shaft and intermediate shaft to be coupled up, bolt holes reamed true, and ten (10) new coupling bolts to be supplied and fitted.

Stern bush wood to be bored true to suit new tail shaft liner.

New tail shaft and intermediate shaft to be returned to the vessel and properly installed in place. Stern gland to be repacked.

Steady bearing to be removed to shop and bored out to suit new shaft. Bearing to be returned to vessel and reinstalled in good order with new holding down bolts.
Owner's supplied new propeller

(3).

S/S "LEONIDAS"

July 20th, 1964.

FOUND:-
Item #4 (Continued):-

RECOMMENDED:-
to be transported to vessel, rigged into position and coupled up in good order.
Owner's supplied new fairwater cap to be fitted in place in good order.

GENERAL NOTES:-

- (A). Necessary access opening in shell to be provided for removal and replacement of shafts; same to be closed up in good order, tested and coated.
- (B). Necessary services of qualified chemist to issue certificate before commencement of repairs.
- (C). Necessary dry docking to effect repairs. One (1) haul and three (3) lay days.
- (D). Necessary labor and crane service to handle lines and gangways.
- (E). Necessary shore power to be hooked up and supplied for four (4) days.
- (F). Necessary labor to be provided to hook up circulating water for refrigeration plant.
- (G). Necessary labor to be provided to hook up shore fire main.
- (H). Necessary labor to be provided to hook up shore steam for raising steam on the vessel/
- (I). Necessary tug boats to assist vessel from stream to dock and back to stream. (Owners will submit separate bill direct).
- (J). Necessary staging to be erected and dismantled.
- (K). Owners will render separate account direct covering the cost of the new propeller and fairwater cone.

The cost of the foregoing repairs, exclusive of Notes (I) and (K) was agreed with Messrs. Norfolk Shipbuilding and Drydock Corporation, Norfolk, Va., in the sum of Seventeen Thousand, Four Hundred and Eighty-Five Dollars (\$17,485.00).

NOTE:-

If the old shaft had been removed, liner machined and stern bush rewooded and bored, it is estimated that an additional cost of Sixteen Hundred and Forty Dollars (\$1,640.00), would have been incurred.

Estimated cost of new propeller \$28,000.00 plus transportation from Rotterdam and handling \$600.00

Estimated cost of new fairwater cap \$850.00

Estimated cost of Tug Boats ----- 900.00

Vessel on Dock ----- 2:10 AM., 8th July, 1964
" off Dock ----- 5:05 PM., 14th July, 1964.

Repairs commenced ----2:10 AM., 8th July 1964.
" completed ----4:00 AM., 16th July 1964.



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Lloyd's Register
Foundation

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(4).

S/S LEONIDAS"

July 20th, 1964.

Attending the Survey:-

George E. Veliotis, representing Owners.

A.P. Hockaday,

"

U.S. Salvage Association Inc.

Fee \$120.00

Handwritten mark

H.G. Saunders

Surveyor to Lloyd's Register of Shipping,
H.G. Saunders.



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