

COPY

# LLOYD'S REGISTER OF SHIPPING



Rpt. No. 10674

Port of Piraeus

13th December, 1963

This is to Certify that

E.F. Reid

the undersigned Surveyor to this Society did at the request of the Owners representatives attend on board the

S/Tug "Vernicos Nicolaos"  
370 tons gross of Piraeus,

on the 6th July, 1963, whilst the vessel lay in the graving dock at Piraeus to ascertain without predjudice the nature and extent of alleged damage to the vessel sustained due to

Alleged grounding during salvage operations of the Benisanet at Lattakia during January, 1963.

For further particulars please see the vessel's log books.

Upon examination by the undersigned the following damage was noted and repairs recommended without predjudice to the terms or conditions of insurance.

FOUND.

PS shell plating numbered from fwd.

- A1. Torn across landing to keel bar and rivets in way leaking.
- A2. Set in at fwd.end of the plate and torn at the landing to keel bar.
- A3. Heavily set up over the full length of the plate and fractured.
- A4. Indented locally in 3 places.
- A5. Indented in 4 places at the fore end of the plate.
- A6. Set up at the fwd.end of the plate.
- A10. Heavily set in and torn over the aft 2/3rds of the plate.
- A11. Heavily set in at the fore and aft ends of the plate and set over badly at mid length on the keel.
- B6. Set up at common landing with A strake.

RECOMMENDED

- To crop and part renew.
- To crop and part renew.
- To renew.
- To fair in place.
- To crop and part renew.
- To crop and part renew.
- To renew.
- To renew.
- To release & fair in place.

2.8/1.

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."



FOUND.

SS shell plating numbered from fwd.

A1 fractured and torn with rivets  
leaking at landing on bar keel.

A3 set up at lower landing to keel.

A4 set up heavily with the keel bar  
over the full length.

A5 set in at the fore end of the plate  
also the aft end set up locally.

A6 indented heavily at the fore end  
of the plate and set over bodily  
and torn at the keel bar.

A11 set up heavily over the full length  
at the landing at the bar keel.

A12 set up heavily over the full  
length at the landing at the bar  
keel.

B6 waved over the full length.

B7 waved over the full length.

The Rubbing bar at the stem badly  
scored and rubbed.

Also chain rubbing bar on B strake  
rivets leaking.

The bar keel in way of A4, A10 & A11  
PS & SS set over and buckled in.

Stem frame.

The stem frame skeg set up approx.  
6" from the end of the skeg to the  
closing shell plate, also fractured  
and bowed at the Rudder post and  
the lower pintle housing set down  
the opposite way.

Rudder.

Rudder set up and pintles bent.

Propeller.

All 4 blades nicked and slightly rubbed.

No internals were examined at this time, no opportunity being  
provided.

Machinery.

The following machinery items were stated to have suffered heavily  
during this casualty and the following was recommended.

Main Engine.

Main Thrust.

Engine & Thrust holding down  
bolts and chocks & seatings.

Steam Pipes

Main Condenser.

Main Condenser discharge pipe  
fractured.

G.S. pump.

RECOMMENDED.

To crop and part renew.

To crop and part renew.

To renew.

Fwd. end to crop and part  
renew aft end to fair in place

To crop and part renew.

To renew.

To renew.

To remove fair and refit.

To remove fair and refit.

To crop and part renew.

To rerivet.

To crop and part renew.

To renew.

For access stern tube, tail-  
shaft and propeller to  
remove plating and internals  
in way to release and remove  
as necessary for access and  
replace same on completion.

Rudder to remove complete  
with Rudder head. Alignment  
to check and Pintle and  
Pintle housing to deal with  
as necessary.

RECOMMENDED.

To open up for examination.

" " " " "

To check.

To test & joints to renew as  
necessary.

To open up clean and test.

To renew.

To open up for examination.



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Steering gear

RECOMMENDED

To open up for examination.

Windlass.

To open up for examination.

Anchor & Chains

To range for examination.

3 lengths stated missing )

1 bower anchor stated ) To renew.  
missing. )

Tail shaft & line shafting.

Line shafting to check for alignment

Tail shaft to draw & check for truth.

Tug Damage during refloating operations.

F strake in of the wooden  
fender. Stbd.side set in.

Wooden fender to renew as necessary.

Plate to deal with as necessary.

SS fwd.life boat davit bent.

To repair as necessary.

SS bridge wooden deck with  
staunchions missing & bridge  
top (wood) leaking.

Deck and staunchions to renew.

Bridge top to caulk.

All the above recommendations were made with a view to placing the vessel in the same good and efficient condition as before the alleged casualty occurred and in the opinion of the undersigned are reasonably attributable to the alleged cause.

Damage to the hull could not be separated i.e. what was refloating and what was grounding.

Survey Fees  
Stamps.

£ 30. 0. 0.

7. 0.

£ 30. 7. 0. at Drs.84,36 per £ = Drs. 2,533,50.-

*Shve*

*E J Head*

Surveyor to Lloyd's Register of Shipping.



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Foundation