

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Damage Report No. 674



Port ALEXANDRIA

5th August 1958

BS*

This is to Certify that

D. J. HANIOTIS

Acting

the undersigned Surveyor to this Society did at the request of

Messrs. CORY BROTHERS & Co. Ltd., LLOYD'S AGENTS, Port Said, acting on behalf of the LONDON SALVAGE ASSOCIATION, and with the consent of the Master, attend on board the single screw steamer

"ATHAMAS" ex "Marilena"

4729 tons gross of PUERTO LIMON, on the 22nd April 1958 and subsequent dates until the 3rd July 1958, whilst lying afloat and in dry dock, Alexandria Harbour, for the purpose of examining and reporting on:

- 1) Grounding damage alleged to have been sustained as a result of grounding on the 6th April 1958, seven miles West of BENGUT.
- 2) Subsequent damage resulted from efforts for refloating vessel.
- 3) Heavy weather damage alleged to have been sustained from the 3rd April 1958, during the voyage from BREMEN to ALEXANDRIA.
- 4) Ice damage alleged to have been sustained in the Hudson's Straits area on 31st July and from 1st to 6th August 1957, during the voyage from LONDON to CHURCHILL, MANITOBA.

For further details please refer to the Log Books.

I first visited the vessel on the 22nd April 1958, and found that the vessel was discharging her cargo of Coke. From an examination, I noted that Nos. 1, 2 and 3 lower holds had a considerable amount of water, and I recommended to the Master to continue pumping out the bilges.

The vessel passing her Special Survey, various parts of the machinery were already opened up for examination. I examined the top halves of main bearings, the bottom ends, eccentric straps, tunnel bearings and noted considerable overheating and the white metal damaged. Under these circumstances, I recommended the lifting of the crankshaft for examination of the bottom halves.

Continued.

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 performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances 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."

Damage Report No. 674 dated 5th August 1938 re: S.S. "ATHAMAS"

I visited again the vessel on the 26th April 1938, and found that there was still cargo in Nos. 1, 2 and 3 lower holds, as the presence of water in these holds was delaying the discharging operations. I noted that the water in Nos. 1, 2 and 3 holds, was from about the centre line of the holds up to the port shipside, for full length of the holds. The depth of the water was varying between 1'0" to 2'5" above the tank top. The Master stated that he could not pump any more the bilges in these holds as the junction pipes were now choked with Coke dust, therefore, I recommended that a portable pump be supplied for pumping out the water from these holds.

When discharging of cargo was completed in Nos. 1, 2 and 3 holds and the water was pumped out by means of the portable pump, the bilges were completely opened up and I examined these holds. I noted several leaky rivets on both sides in way of the bilges and especially in the starboard bilges in Nos. 2 and 3 holds where I found several very slack and loose rivets which were considerably leaking. These rivets were temporary made tight with cement boxes or by welding, pending the drydocking of the vessel.

The vessel passing her Special Survey, all bilges and tanks were completely opened up and cleaned for examination, also machinery and boilers were opened up and cleaned for examination. During my examination of the hull afloat and in dry dock, and of the machinery and boilers, the following damage was noted with recommended repairs:-

FOUND

RECOMMENDED

GROUNDING DAMAGE

REPAIRS CARRIED OUT IN DRY DOCK

Starboard Side, Counting from forward

"B" Strake, No.9 plate, buckled in between floor, at mid-length of plate.	Crop plate for 11'0" and renew.
"B" Strake, No.10 plate, buckled in between floors, for almost full length.	Renew.
"B" Strake, No.11 plate, forward end slightly set up.	Release and fair in place.
"C" Strake, No.10 plate, forward end of plate buckled and cracked.	Crop plate for 4'6" and renew.
"C" Strake, No.9 plate, after end of plate slightly set up.	Release and fair in place.
Eleven (11) floors in way of damaged plates, slightly buckled or intended.	Remove four (4) floors, fair and refit. Also release seven (7) floors and fair in place.
Starboard bilge keel, badly buckled in way of Nos. 2 and 3 holds.	Crop bilge keel for about 25'0" and renew.
Stern shoe cracked at 10 feet draft mark.	Vee crack and electric weld.
Several rivets in way of bottom plates and bilges, found considerably slack, or started.	Renew about 300 rivets, caulk about 120 rivets and electric weld 60 rivets.

Continued.

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FOUND

RECOMMENDED

RUDDER

Rudder post, extensively cracked at mid-length.

Remove rudder; Fit welded reinforcing 3/4" doubling plates on both sides, for full height. (Sketch of repairs attached to this report.

Stern frame, sole piece, checked found set out of centre.

Heat and straighten sole piece in position.

Rudder post gudgeons, and pintles.

Bore out top gudgeon in position for true alignment, also renew top and bottom bushes and bottom pintle.

Stern frame, sole piece, checked rivets found leaking.

Crop a piece 17" x 10" from upper part of stern frame for examination. Remove existing cork, caulk bottom rivets and fill stern frame with cement.

Stern bush, lignum vitae found considerably worn out.

Rewood stern bush.

The vessel drydocked on the 5th May and undocked on the 14th May 1958. In order to accelerate the undocking of the vessel, and on my suggestion, the work was distributed by the Owners Superintendent to two workshops. The Alexandria Engineering Works have undertaken repairs on the forward part of the vessel, and Messrs. Frangoudis & Co., from the keelhold and up to the stern. Furthermore, the work was carried out continuously by working day and night, and the rudder post doubling plate was completed afloat by tipping the vessel.

The Owners Superintendent having had full satisfaction for the quick completion of the work in dry dock, has distributed also in the same way to these two workshops, the work afloat.

The following work was carried out in dry dock for Owners account:-

- Tailshaft withdrawn for classification purposes.
- Sea-codes examined.
- Several worn rivets on ship-sides renewed.
- Bottom cleaned and painted.

The vessel remained five days in dry dock and I consider that the Owners would have had required two days in dry dock for carrying out the classification requirements.

Furthermore, I consider that, if the work had been carried out during normal hours and with one workshop only, the vessel would have remained about eleven days in dry dock.

FOUNDING DAMAGE

REPAIRS CARRIED OUT AFLOAT

Steadiment bearing, working faces found scored, and y found slack

Recondition steadiment bearing, dress keyway and renew key.

Continued.



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FOUNDRECOMMENDEDAfter Peak:

dash plate, cracked in four places.	Renew.
Three (3) intermediate beams cracked.	Renew.
Seventeen (17) beam knees cracked.	Renew.
Long-Cross Bunker hatch coaming, fore and aft deck casing, extensively cracked on port and starboard sides. Also, landing angles cracked.	Vee cracks and electric weld same. Fit heavy doublers 5/8" x 2'9" x 9'2", and weld same. Also, crop landing angles and renew.
No. 1 hold, starboard side, five (5) bilge brackets, cracked.	Renew.
No. 2 hold, starboard side, seven (7) bilge brackets, cracked.	Renew.
No. 3 hold, starboard side, six (6) bilge brackets, cracked.	Renew.
No. 1 D.B. tank, about one hundred fifteen (115) rivets on tank top and margin plates, started or leaking.	Caulk about ninety (90) rivets electric weld fifteen (15) rivets and caulk seams as required.
No. 2 D.B. tank, about one hundred sixty (160) rivets on tank top and margin plates, started or leaking.	Caulk about one hundred fifty (150) rivets electric weld fifteen (15) rivets and caulk seams as required.
No. 3 D.B. tank, about one hundred forty-five (145) rivets on tank top and margin plates, started or leaking.	Caulk about one hundred thirty (130) rivets electric weld fifteen (15) rivets and caulk seams as required.
<u>Port and Starboard Deep Settling Tanks.</u>	
Forward bulkhead, landing angles No. 3 hold, rivets considerably slack or started.	Caulk and electric weld completely all rivets and angles seams of both angles.
Forward and after bulkheads, about seven hundred (700) rivets slack or started.	Caulk or electric weld rivets as necessary and caulk seams as required.
Forward bulkheads bottom brackets to No. 3 D.B. tank top landing angles rivets considerably slack.	Electric weld all rivets of landing angles and seams of landing angles.
After bulkhead landing angles in forehold, several rivets found started.	Caulk about one hundred thirty-five (135) rivets and 35 feet of seams.
No. 2 and 3 lower holds, cracked.	Crop one frame for 1'6" and renew. Also vee cracks on five frames, and reinforce with welded doubling plates.

Continued.

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FOUND

Deck peak, third stringer below
deck top, corners in way of
collision bulkhead, cracked.

Deck plating and stanchions
on port side, amidships, cracked.

DAMAGE DUE TO EFFORTS FOR REFLOATING VESSEL.

in Engine.

Main bearings top and bottom
halves, white metal considerably
overheated and damaged.

HP, MP, and LP bottom ends
white metal considerably
overheated and damaged.

Seven (7) tunnel bearings,
bottom (halves), white metal
considerably damaged.

Thrust block, top and bottom
bearings, white metal considerably
overheated and damaged.

Main engines holding down
bolts considerably loose
and thirty-five (35) found broken.

Main engines, thrust block
and tunnel bearings cooling
pipes found checked.

M.P. ahead and astern eccentric
sheaves badly scored, and white
metal of top halves of straps
damaged.

L.P. ahead and astern eccentric
straps, white metal of top
halves damage.

M.P. slide valve and false face
working surfaces heavily scored.

M.P. piston, piston rings,
found broken.

L.P. slide valve and false face
working surfaces heavily scored.
Also working surfaces of saddle
and slide valve damaged.

L.P. slide valve spindle, found
bent.

Main engines attached pumps
lever, three (3) brasses badly
scored.

RECOMMENDED

Crop port and starboard
corners for 2'0" x 2'6"
and renew.

Electric weld as necessary.

Remetal and machine six (6)
pairs of main bearings and
polish journals.

Remetal three (3) bottom
end bearings and polish
crank pins.

Remetal seven (7) tunnel
bearings.

Remetal bearings and
polish journals.

Tighten all holding down
bolts and renew thirty-five
(35) holding down bolts
with nuts.

Remove, clear and refit.

Machine eccentric sheaves,
and remetal top halves of
eccentric straps.

Dress sheaves in position
and remetal top halves of
eccentric straps.

Remove false face and slide
valve, machine faces and
refit.

Renew.

Remove false face and slide
valve, machine working faces
and refit. Also, machine and
fit guide strips to saddle.

RE New valve spindle and
metallic packing.

RE New brasses and polish pins.

Continued.

FOUND

Ballast pump, water end liners and buckets scored. Suction and delivery valves with springs damaged. Steam pistons, rings and grooves damaged.

Air pump, Kinghorn valves, damaged.

Main circulating pump, impeller shaft journal, and bearings badly scored. Impeller sealrings badly scored. Bottom end bearing white metal overheated. Steam piston grooves damaged.

Main condenser, tubes found choked and all ferrules leaking.

NO. 1 BOILER, several plain and stay tubes leaking. Also, thirty-seven (37) stay bolts with no sign of wear, and broken.

NO. 2 BOILER, several plain and stay tubes leaking. Also, fifty-two (52) stay bolts with no sign of wear, and broken.

OVERBOARD BOILER, several plain and stay tubes leaking. Also, forty-two (42) stay bolts with no sign of wear, and broken.

NAVY WEATHER DAMAGE

Motor life boat, outboard hull planking and frames badly broken and buoyancy tanks buckled.

Engine room skylight, flaps distorted and damaged.

Vegetable wooden box, destroyed.

Gangway ladder, stated carried overboard.

Sixteen (16) port hole glasses, broken.

Fuel oil, filling pipe line on fiddley deck, distorted and broken; also pipe stools carried away.

Three (3) pipe guards and stools in way of windlass carried away.

RECOMMENDED

Score out water end liners and renew buckets. Renew eight (8) rubber valves and springs. Machine steam piston grooves and renew piston rings.

Renew eight (8) Kinghorn valves and skin collar studs.

Skin impeller shaft journals and resetal bearings. Renew impeller sealrings. Resetal bottom end bearings. Machine piston grooves and renew piston rings.

Clean all tubes and repack all ferrules. Renew four hundred thirty (430) damaged ferrules and ninety-three (93) damaged tubes.

Expand plain and stay tubes. Renew thirty-seven (37) stay bolts. Test boiler on completion of repairs.

Expand plain and stay tubes. Renew fifty-two (52) stay bolts. Test boiler on completion of repairs.

Expand plain and stay tubes. Renew forty-two (42) stay bolts. Test boiler on completion of repairs.

Renew all broken wood work, repair and test buoyancy tanks and recoat boat. Open up motor, clean and test.

Remove flaps, fair repairs and refit.

Renew.

Renew.

Renew.

Renew, pipe line and stools. Also, overhaul gate stop valve.

Renew.

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FOUND

RECOMMENDED

- One (1) wire reel, on fore-castle deck, carried away. Renew.
- Inboard dynamo armature and field coils damaged by sea-water. Rewind armature and field coils.
- Refrigerator motor armature and field coils damaged by sea-water. Rewind armature and field coils.
- Radar and Gyro compass feeder lines, damaged by sea-water. Renew.
- Navigation lights and cargo lights, cables and fittings, damaged. Renew.
- Cables in way of Engineers accommodation, bridge accommodation, boat deck, and in way of poop, damaged by sea-water, partly carried off and fittings broken. Renew.

SEE DAMAGE

- Port bow, hull plating in way of light load line intended or slightly set in, in six places. Release and fair in place.
- Starboard bow, hull plating in way of light load line intended or slightly set in, in five places. Release and fair in place.
- Top rudder pintle guard carried away. Renew.
- Cast steel propeller, all blades bent and off set, also cutting edges and blades tips chipped. Propeller to be renewed at first convenient opportunity.

The above repairs were recommended without prejudice to the terms and conditions of Insurance and to Underwriters' liability and were made as to place the vessel in the same good and efficient condition as before the alleged damages were sustained.

All the above recommendations were carried out in this Port satisfactorily.

I have sighted the damage repairs invoices of both Repairers which amounted to a total of £ 16514.- (SIXTEEN THOUSAND FIVE HUNDRED AND FOURTEEN POUNDS EGYPTIAN) and have signed same as fair and reasonable without prejudice to Underwriters' liability.

Analysis of the cost of various damages is as follows:-

1) GROUNDING DAMAGE REPAIRS
CARRIED OUT IN DRY DOCK

a) Cost of repairs	£ 2935.-
b) Plus allowance for overtime	950.-
Total Cost	£ 3885.-



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Continued.

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OUNDING DAMAGE REPAIRS
CARRIED OUT AFLOAT:-

Total Cost £ 3994.-

ENGINE REPAIRS RESULTING FROM EFFORTE
REFLOAT VESSEL CARRIED OUT AFLOAT:-

Total Cost £ 6875.-

The repairs to the main engines which amount to £ 3475.-
to be overcharged, however, it must be taken into consideration
the cost of a good quality white metal in this Port, is about
(THREE POUNDS EGYPTIAN) per kilo.

HEAVY WEATHER DAMAGE REPAIRS
CARRIED OUT AFLOAT:-

Total Cost £ 1760.-

ICE DAMAGE REPAIRS CARRIED OUT AFLOAT:-

- a) Only the three first items were carried out
and the cost is estimated at £ 105.-

REPAIRS CARRIED OUT FOR OWNERS ACCOUNT DUE TO WEAR & TEAR,
SPECIAL SURVEY AND FOR ALTERATIONS.

The total cost of repairs carried out for Owners account is
approximately £ 22,000.- (TWENTY-TWO THOUSAND POUNDS EGYPTIAN) not
including the cost of chipping and painting the hull, cleaning of the
decks and the complete fitting of new cargo battens and bilge limbers.

Repairs started towards the 26th April 1958 and were completed
the 3rd July 1958. Making a total of 69 (Sixty-nine days).

Taking into consideration that two workshops were employed, I
consider that approximately 37 (Thirty-seven) days would have been
efficient for the vessel to pass her Special Survey and carry out
these repairs.

.....	£ 75.000	
Expenses	5.000	(EIGHTY-ONE POUNDS EGYPTIAN & SIX HUNDRED MILLIEMES)
Stamp Duty ...	1.600	
	<u>£ 81.600</u>	

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