

# REPORT OF SURVEY FOR REPAIR

Date of writing Report 9-3-1942. When handed in at Local Office. Port of Beirut

No. in Reg. Book

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THIS IS TO CERTIFY THAT I, ANDREW PHILIP ROBINSON Master Mariner of Beirut did today at the request of Messrs., J.V. Delbourgo & Son Lloyds Agents of Beirut, go on board the Greek Steamer "CHRISTOS MARKETOS" of 5209.48 gross tons Gerassimos Kokolis Master the vessel then lying afloat at the East Quay in this Port to examine and inspect the damage said to have been caused by the discharge of her cargo, the same consisting mainly of full length railway metals and chairs. The following was ascertained by examination both as to damage and circumstances:

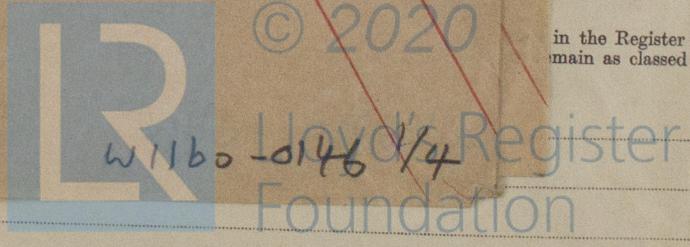
No. 1 Hold.

- 1 hatch beam cleat on port side slightly bent recently.
- 5 bilge boards on port side damaged and broken - two recently
- 1 bilge board on starboard side broken.
- 1 bilge board on starboard side set down recently.
- Many cement plugs on port side at bilges, between frames broken - 4 recently.
- 2 cement plugs on port side at bilges, between frames broken in recently.
- 17 cement plugs on starboard side at bilges, between frames, damaged - 4 recently.
- 30 feet of spar ceiling 6 inches by 2 inches damaged - apparently recently.

No. 2 Hold.

Tank top in space between 13th and 14th. floors forward from No. 2 after bulkhead was sharply indented in two places, and pierced in a third. Several rivets were found to be started, and the plate surface set down in this area.

The hold ladder was not secured to the lugs on the tank top, and it was bent and slightly twisted over its whole length. Only one bolt held its upper end, and this bolt was very loose, though apparently sound. One or more of the missing bolts appeared to have been broken recently, though there was



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no evidence of recent damage to the ladder itself. The studs holding the ladder lugs on the tank top were found to have been started, though two of these had evidently been sheared off for some long time.

There was no evidence of damage to spar ceiling.

- 5 beam cleats slightly bent at tween deck coamings.
- 4 beam cleats out of true on upper coamings, two being fractured
- Two of these out of true showed signs of recent blows.
- Hatch bearing flange slightly set up in two places recently.

### No. 4 Hold.

- 2 hatch beam cleats slightly out of true.
- 4 cement plugs at bilges between frames broken in recently.
- 1 cement plug at bilges between frames, cement broken recently.
- 26 feet of 6 inches by 2 inches spar ceiling recently broken.
- After, fore and aft bulkhead planks broken, possibly recently for a height of about seven feet and for a length of about 6 feet. Timber 3 inches by 9 inches.

### No. 5 Hold.

- 2 hatch beam cleats out of true, one fractured and closed.
- Fracture not of recent date.
- 5 cement plugs at bilges broken in recently.
- 8 cement plugs at bilges damaged.
- 1 bilge board fractured. Old fracture.
- 5 bolts missing from shaft tunnel plating.

The damage detailed was principally normal wear and tear, and except where otherwise stated, does not appear to be of recent origin.

It is recommended that the damage to No. 2 tank top be repaired by welding a small plate over the place pierced, the level made up with cement where the plating is set down, and a doubling plate welded over the area. Also that the hold ladder lugs be

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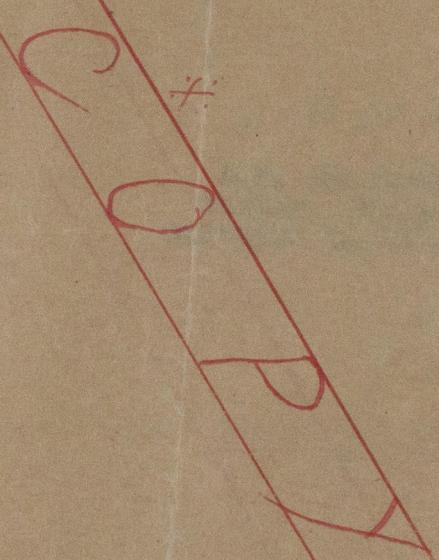
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removed, the stud holes welded, and the lugs be refastened by welding, after being faired.

DATED at Beirut this 9th. day of March, 1942.

A. P. Robinson  
A. P. ROBINSON.  
Master Mariner.  
Surveyor to Lloyds Agent.



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