

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24-10-35 When handed in at Local Office 19 Port of LISBON.

No. in Survey held at LISBON. Date, First Survey 20-10-35 Last Survey 23-10-35 1935
(No. of Visits 18)24410 on the ~~Wood Iron & Steel~~ S.S. "ELLIN".

TONNAGE—	Built at	Sunderland	By whom	Short Bros.Ltd.	When	1930	MONTH.	3mo.
GROSS 4577	Owners	S.G.Embiricos	Owners' Address	—				
UNDER DECK 4035	Managers	(if not already recorded in Appendix to Register Book).						
NET 2780	Port belonging to	Andros						

Surveyed Afloat or in Dry Dock? Afloat Name of Dock No 1 D.D. Destined Voyage Genoa.

WB=Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 13992 Port L.A.

(Periodical Surveys, when held, must be reported in detail and gratification in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Please see damage Report D.145, attached Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

Now done:— Temporary repairs for damage stated to have been caused on the 25th September last in fog, by collision with the Greek S.S. "EUTHALIA" about nine miles west of Cape Raso, when on a voyage from Gydnia to Genoa with a cargo of coal and coke. Forward of the Collision Bulkhead the vessel was cut into on the Port Side to about the Centre line and vertically from the shelter deck to A strake. Before drydocking about 2780 tons of coal and coke were discharged to Quay, from Nos. 1 and 5 holds and 'tween decks, and the vessel docked on a specially prepared cradle and well shored. The bottom and rudder examined and not cleaned or coated. Temporary repairs to damage were carried out by plating over the side, shelter and Main decks and forepeak tank top, to enable the vessel to proceed to Genoa to discharge her cargo. These repairs were carried out after agreement with and the Supervision of the Owners Superintendent and Salvage (p.t.o.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								Port side cable stopper.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Belt).
Caulking of Decks	State if Tanks now tested	Dbing. Plates under Sounding Pipes	When put on, Month Year
Coamings	Bulkheads	Engine Room Skylights	Boats
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained
" " in way of sidelights	Rudder	Scuppers	(State if wedges removed)
Breasthooks	Steering gear and its connections	Cargo Hatchways	Sails
Transoms	Windlass	Hatches	Equipment letter
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Anchors, No. of
Reverse Frames	Have Studding Valves now been examined and found efficient?	Caulking ditto	Chain Locker
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems ditto	" length mean diamr. (on board)
Floors		Transoms Pointers, & Crutches ditto	" Rule length size
Keelsons		Timbers of Frame at openings ditto	Hawser & Warps
Stringers		Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shells ditto	
		Salting ditto	
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel so far as

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

now seen is in my opinion eligible to remain as classed without fresh record of survey, and subject to the conditions in the S.R.List, and to the conditions specified above with reference to rudder and also as to proceeding to the U.K. or Continent for permanent repairs, and to being specially examined for permanent repairs to bow and tonnage space damage.

For EUTHALIA W.P. Esc. 4400\$00

Special Damage or Repair Fee (if any) 4400\$00

Travelling Expenses (if chargeable Repair) 50\$00

Late &c. Fees W.P. 800\$00

Second Surveyor's Fee (if any) 900\$00

Late &c. Fees Repair 900\$00

Committee's Minute FRI 8 NOV 1935

Character Assigned Deferred for permanent repairs.

Fees applied for 23/24-10-35

Received by me, 23/24-10-35

FRI. 29 NOV 1935

FRI. 17 JAN 1936

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Association Surveyor, and on completion were satisfactorily hose-tested. The bilges in No. 1 hold were cleaned out and examined, and the Port cable stopper renewed. The damage in the tonnage space has not been dealt with at this time. A rough summary of the damage, for permanent repairs is as follows:- 30 shell plates ruptured and distorted 6 Shelter deck plates, 5 Main deck plates, 4 forepeak tank top plates ruptured and distorted, 2 web frames, full height of vessel, distorted. 15 Longitudinal beams ruptured and distorted, 8 Collision Bulkhead plates distorted, 2 chain locker bulkhead plates distorted, 13 Longitudinal frames and connections distorted and carried away 3 floors in forepeak tank, distorted, 2 cross beams carried away and distorted, 5 Collision Bulkhead stiffeners distorted, windlass bedplate fractured, 5 plates in tonnage opening bulkheads distorted, frames, beams and connections in way distorted.

Wear and Tear Repairs. All rudder pintle nuts hardened up, a temporary bush fitted to one pintle and welded in place. It is recommended that when permanent repairs are carried out forward, the rudder gudgeons be examined for fairness. Plate E 2 (SS) and rudder mainpiece E.W. 9.34 examined. The vessel is now reloading the cargo discharged and is expected to sail for Genoa about the 30th instant. An interim Certificate of class has been granted to enable the vessel to proceed to discharging port, thence to any port in the Mediterranean, at Owners convenience. Should the Owners prefer the vessel to proceed with or without cargo to the U.K. or Continent for permanent repairs it is recommended that these temporary repairs be specially examined at Genoa and a further Certificate be issued. The Genoa Surveyors have been advised.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge																

CHAIN CABLES.