

COPY.

# Lloyd's Register of Shipping.



Port of LISBON,

23rd October 1935.

D.145.

This is to Certify that

G.T.B. Scullard,

the undersigned Surveyor to this Society did at the request of Lloyd's Agent and with the consent of the Owner's Superintendent and Master proceed aboard the Greek S.S. "ELLIN" 4577 tons gross of Andros on the 1st October and subsequent dates on behalf of the Greek S.S. "EUTHALIA" 3553 tons gross of Andros, without prejudice, for the purpose of making an examination of and to attend repairs to damage stated to have been caused by collision, in fog, on the 25th September about nine miles west of Cape Raso. The S.S. "ELLIN" was on a voyage from Gydria to Genoa with a cargo of coal and coke and the S.S. "EUTHALIA" on a voyage from Odessa to Sharpness with a cargo of wheat.

The damage was found on the Port Bow forward of the collision bulkhead the vessel having been cut into, to about the centre line and vertically from shelter deck to below the waterline, side and deck plating in way being distorted and buckled and the hole in the vessel's side was found to be about 10'.0" wide.

About 3780 tons of coal and coke from N° 1 and 5 holds were discharged to Quay and the vessel placed in dry dock on a specially prepared cradle with 4320 tons of coal and coke and about 750 tons of coal bunkers, aboard. During discharge

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

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Committee or any Member thereof, or of the Surveyors, or other Officers or Agents of the Society."



temporary repairs were commenced by plating over the gap from the shelter deck to the forepeak tank top.

When the deck was pumped out the vessel was found to be well shored and lying satisfactorily on the cradle.

The damage to the side plating was found to extend to and include A strake and temporary repairs were commenced by plating over the gap. On completion of repairs the work was satisfactorily hose tested.

The temporary repairs carried out are as follows:-

Shelter deck.

The buckles in deck plating cut level and a  $3\frac{1}{2}$ " wood deck fitted on three wooden beams 6" x 6" suitably secured in place and on stringer angle  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{1}{2}$ ".

The Port Side cable stopper and wood chock rehewed.

Forecastle sheer strake and next below of  $5/16$ " plates and 4 bulb-angle frames 6" x  $3\frac{1}{2}$ " x  $3/8$ ".

Foot brackets on Main deck 36" x 36" x  $\frac{1}{2}$ ", flanged 3".

Deck angles  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{1}{2}$ ", 5 rivets through deck, 6 through bracket.

Five stanchions of angle iron 3" x 3" x  $3/8$ " fitted on wood deck with 2 rails of 1" iron bar.

Main deck.

Stringer angle  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{1}{2}$ ", 2 plates over gap  $5/16$ ".

Deck plates attached on after side to old shell plate by angle  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{1}{2}$ ".

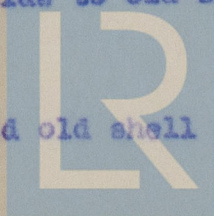
Main sheer strake and 1st. and 2nd. below of  $5/8$ " plates; bulb angle frames 6" x  $3\frac{1}{2}$ " x  $3/8$ " three with head brackets 24" x 24" x  $\frac{1}{2}$ ", flanged  $3\frac{1}{2}$ ", foot brackets 36" x 36" x  $\frac{1}{2}$ ", flanged  $3\frac{1}{2}$ " the aftermost frame being attached to the old shell plate by plate girders at top 12" x 34" x  $\frac{1}{2}$ " and at bottom 33" x 33" x  $\frac{1}{2}$ ".

Forepeak tank top.

Stringer angle  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{1}{2}$ ", plating over gap  $5/16$ ".

Tank top plate attached on after side to old shell plate by angle  $3\frac{1}{2}$ " x  $3\frac{1}{2}$ " x  $\frac{1}{2}$ ", made water tight.

This tank top between the distorted old shell plate and chain



© 2020

Lloyd's Register  
Foundation

W256-0186 (2/4)



locker bulkhead made watertight with cement about 3'.0" high.

Forepeak tank.

Side plating 7/16" fitted with three bulb angle frames 8" x 3½" x ½", the foremost frame fitted with a flanged head bracket and one web frame 24" x 7/16" plate with bulb angle face bar 8" x 3½" x ½". N° 6 deep floor at web frames renewed in halves of ½" plate with face angle 3½" x 3½" x ½".

N°. 7 deep floor, port half renewed and all face angle 3½" x 3½" x ½".

One beam renewed between web frames Port and Starbd. of Bulb angle 8" x 3½" x ½".

On the Port Side of the collision Bulkhead, three rivets out of one stiffener and a plate patch welded in way.

Ballast pump.

Opened up for inspection after working continuously on N°.1 hold bilges for about 12 days.

The following repairs were carried out.

Crosshead pin renewed.

Piston rod and plunger rod cotters, through crosshead, renewed.

Grooves in plunger deepened.

One delivery valve guard plate repaired.

The above temporary repairs have been carried out at an inclusive cost of £2275-0-0 and a seaworthy Certificate has been issued by the Classification Surveyor.

In way of the tonnage space aft some damage was caused on the Port Side when both vessels came alongside each other after the collision.

A summary of this damage is as follows:-

Shelter deck sheer strake.

One plate to fair in place, 2 to remove fair and replace and one renew.

1st below.

One plate to remove fair and replace.

Tonnage space Bulkheads.

For'd and aft 2 plates each to renew.



© 2020

Lloyd's Register  
Foundation

W256 0186 (3/4)



Between boatswain's room and store.

1 Plate to renew.

In way of damage.

2 longitudinal beams remove, fair and replace

2 brackets remove, fair and replace.

2 brackets renew.

The attached sheet contains a list of ship's stores reported to have been lost overboard from or damaged in the forward spaces in way of the damage and it is stated will be replaced by the Owners when permanent repairs are carried out.

(Signed) G.T.B. Scullard.

Surveyor to Lloyd's Register of Shipping.

Fees and Expenses:- Esc: 5.050\$00

Fees:-..... Esc: 4.400\$00

Sunday Fees..... Esc: 00600\$00

Expenses..... Esc: 50\$00



© 2020

Lloyd's Register  
Foundation  
W256-0186(4/4)