

SURVEY OF S/S GEORGIOS KYRIAKIDES
SAN PEDRO DE MACORIS, R.D.
JUNE 5/6, 1940

Lloyds.

At the request of Lloyd's Agents at this port, Messrs. J.W. Tatem & Co., I, the undersigned Master Mariner, together with the undersigned Chief Engineer, and Third Engineer, proceeded onboard the above vessel to survey damage sustained while steamer was on the Bell buoy shoal at San Pedro de Macoris, from Sunday June 2nd. to June 5th., 1940, and found as follows: -

June 5th., 1940. - 10.20 AM: No. 1 Ballast Tank ---- $13\frac{3}{4}$ ins--Mean
No. 2 Ballast Tank ---- $19\frac{1}{2}$ ins--Mean
No. 1 Bilge-- Star. --7 ins.--Port 3 ins.
Not possible to sound No.2 Bilge Tank owing to bunker coal on deck.

June 6th., 1940. - 7.00 AM: No. 1 Ballast Tank ---- $17\frac{1}{4}$ ins. Mean.
No. 2 Ballast Tank ---- 21 ins. Mean.
Thus showing an increase over a period of 21 Hrs. of:
No. 1 Ballast Tank ---- $3\frac{1}{2}$ ins.
No. 2 Ballast Tank ---- $1\frac{1}{2}$ ins.
No. 1 Bilge ----- No change.
All the rest of the tanks appear to be normal.

After finding the rate of increase in these two tanks over a period of 21 Hrs., the Ballast pump was put on to No. 1 and it was found that the water was pumped out at the rate of $4\frac{1}{2}$ inches per hour. Ballast pump was then put on No. 2, and it was found that the water was taken out at 4 inches per hour.

We also examined the steering engine and tried out same; also examined as far as possible, Rudder Post, Rudder, Stern Post and Rudder Pintles, and found nothing wrong. No Marine diver being available, we could not examine the bottom of the hull.

The Chief Engineer of the s.s. "GEORGIOS KYRIAKIDES" reported that the engines were running satisfactorily after floating and so far as we could see from a superficial examination everything was in order with the exception of a crack in the main steam pipe and the blow down pipe; these two pipes are now under repair.

After carefully studying the situation, with regard to passage to be made, likely weather conditions, etc., we have come to the conclusion that we see no reason why the ship should not load her cargo of sugar and carry it safely to its destination, providing that careful attention is paid to the soundings and the pumps used as necessary.

We further recommend that the ship be dry docked after completing her present voyage.

C. F. Linton
C. F. Linton
Master

G. T. Dobson
G. T. Dobson
Chief Engineer

T. Joplin
T. Joplin
3rd. Engineer.



Lloyd's Register
Foundation

W 598-0147