

s.s. "STEFANOS COSTOMENIS"

This vessel was built in 1911-10.

The 2nd S.S.No.3 became due 11,35 and no part of the survey has been held.

The vessel was last examined in dry dock in August 1935.

In December 1935 a Surveyor appointed by Lloyd's Agents at Takoradi reported the vessel examined afloat, and by Divers, on account of leakage in the fore peak.

It appears that there was 21 ft. of water in the fore peak, and upon examination of the shell plating the divers found an indent about 10 ft. below the water line on the starboard side, and a horizontal split about 4 ft. in length, and 8 ft. below the waterline, on the port side in way of the fore peak.

A bolted patch was fitted in way of the fracture on the outside, and after the peak had been pumped out, a cement box was also fitted on the inside.

Subsequently the Owners stated that the bolted patch would be riveted at Havana, and that permanent repairs would be effected on this side in the near future.

On 18th instant it was reported in the Press that the vessel was in a sinking condition in the Atlantic, and had been abandoned.

It should be pointed out that after the temporary repairs <sup>HAD BEEN EFFECTED</sup> at Takoradi, the Surveyor reported "The peak pumped dry and the vessel is now completely watertight and making no water".

Assuming that leakage had subsequently taken place in way of the bolted patch, the water entering the vessel would have been confined to the fore peak, and even if this compartment had become full of water it would have made no material difference to the draught and trim of the vessel.

It is therefore considered that the fractured and

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indented shell plating of the fore peak had no bearing on the casualty and the loss of the vessel cannot be accounted for.

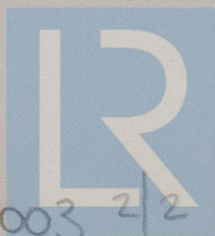
JB

21.2.36

Show to Mr Turnbull  
21/2/36

Is it not possible that the 4' horizontal fracture in the shell in way of the fore peak tank extended to No 1 Hold?

There is no reference in the press cuttings indicating where "leaking badly" occurred



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