

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report June 16th 1931 When handed in at Local Office 1931 Port of Istanbul
 No. in Survey held at Istanbul Date, First Survey Mar. 23rd Last Survey May 28th 1931
 g. Book. (No. of Visits 17)

6398 on the ~~Wood, Iron or Steel~~ s/s "ANDREAS K." YEAR MONTH
 TONNAGE: Built at Glasgow By whom C. Cornell & Co. Ltd When 1903. 10

GROSS 3602 Owners P. Margaronis & Sons Owners' Address ✓
 (Gross UNDER DK. 3346 Managers ✓ Port belonging to Piraeus

NET 2252 Surveyed Afloat or in Dry Dock? dry Name of Dock Arsenal No. 3 Destined Voyage in port

VB=CellDBorDBa feet; WE&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, ladders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 19999 Port Ros.

Periodical Surveys, when held, must be reported in detail and verbatim 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

Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination, afloat and in dry dock

after stranding, see damage report attached.

Bottom Shell Plating:

Keel Plating: one keel plate to renew; nine to cut out fair and replace and two to release fair and replace.

Port Side: A-to-F Strakes: Seven plates to renew; twenty-four to cut out fair and replace, and about 280 rivets at bilge keel to renew.

Starboard Side: A-to-J Strakes: Thirty-one plates to renew; thirty-three to cut out fair and replace, and eleven to four in place; one plate to rivet; six lengths of bilge keel to renew.

Stern Frame: Broken at keel and top of rudder post, to renew

SUMMARY OF DAMAGE REPAIRS:—

Renewed
 Removed and Fair or Repaired
 Fair or Repaired in place

PRESENT CONDITION OF THE

Decks
 Caulking of Decks
 Beams & Fastenings
 Outside Plating
 Breasthooks
 Transoms
 Frames
 Reverse Frames
 Longitudinals
 Transverses
 Floors
 Ceilings
 Bulkheads
 Rudder
 Steering gear and its connections
 Windlass
 Have Pumps now been examined and found efficient?
 Have Sluice Valves now been examined and found efficient?
 Have Watertight Doors now been examined and found efficient?
 Have Ventilators and their Coamings been examined and found efficient?

State if Tanks have been examined inside
 State if Tanks now tested
 Bulkheads
 Ceiling
 Cement or Asphalt (State which.)
 Rudder
 Steering gear and its connections
 Windlass
 Have Pumps now been examined and found efficient?
 Have Sluice Valves now been examined and found efficient?
 Have Watertight Doors now been examined and found efficient?
 Have Ventilators and their Coamings been examined and found efficient?

Dblng. Plates under Sounding Pipes
 Engine Room Skylights
 Coal Bunkers, Open'gs, Lids, &c.
 Scuppers
 Cargo Hatchways
 Hatches
 Planking of Wood Vessels
 Caulking ditto
 Treennails ditto
 Breasthooks & Stemson ditto
 Transoms, Pointers, & Crutches ditto
 Timbers of Frame at openings ditto
 Ditto ditto at other places ditto
 Stringers, Clamps & Shelves ditto
 Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Belt). When put on, Month Year
 Boats
 Masts, Yards, &c.
 Condition, how ascertained (State if wedges removed)
 Sails
 Equipment letter
 Anchors, No. of
 Cables (State if now ranged)
 " length (on board) size
 " Rule length size
 Hawser & Warps
 Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

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."

Temporary Repairs were recommended for the vessel

to be towed in ballast to a repair port in U.K. or

continent, on completion of which repairs a final report

and certificate will be issued, subject to the Committee's approval

Survey Fee (per Section 29) £ : :
 Special Damage or Repair Fee (if any) £ 50 : 0 : 0
 Travelling Expenses (if chargeable) £ 4 : 0 : 0
 Land Surveyor's Fee (if any) £ : : :

Fees applied for, 2/6 1931
 Received by me, ✓ 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 26 JUN 1931

See 10326 report

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Foundation

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Continuation of Report No 3386 dated June 16th 1931 on theMr ANDREAS K.Steering Engine, Windlass & Winches:-

Steam steering engine and its connections and gear, windlass and winches, stated to have been strained and damaged, to overhaul and repair as may be found necessary. For full particulars, please see my damage report, and detailed specification book enclosed.

Temporary Repairs

Temporary repairs being requested to enable the vessel to be towed in ballast to a M.K., or continent port, the following was recommended:- All damaged parts and sprung seams to be securely fastened and made tight by bolts, rivets caulking and wedging, as may be found necessary, which repair has now been done satisfactorily. It was further recommended that all damaged parts be afterwards cement backed from the inside to a depth of from 6" to 12", as detailed below, and tanks be tested on completion of work:-

Bulkhead at after end of No. 1 hold:- all loose and/or slack rivets and seams be caulked and made tight, and bipes at first space on either side of bulkhead be filled in with cement, level with tank top.

Stokehold Bulkhead:- Stokehold bulkhead to be cement backed right across the bulkhead, to be built up on tank top at either side of bulkhead: 45'0" x 3'0" x 3'0".

One damaged watertight door to be caulked up and made tight. One broken watertight door to be removed and plated up by means of 1/2" bolted plate patch. All broken sounding and air pipes on this bulkhead to be temporarily repaired. All loose rivets in bulkhead plating to be replaced by bolts, and seams to be made tight by caulking, as may be found necessary.

Engine room Bulkhead:- All loose rivets and sprung seams to be caulked and bipes be cemented up level with tank top at spaces adjacent to bulkhead wing plates on either sides.

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Bulkhead between No 3 & 4 holds:- all loose rivets and sprung seams to be caulked, and missing rivets to be replaced by bolts; bilges to be cemented up level with tank top at spaces adjacent to damaged ring plates on either side.

Engine Room Tank Top Plating:- Three fractures on tank top plating to be covered with bolted plate patches and cement boxed; started seams and rivets to be caulked.

Storehold Tank Top:- Loose rivets to be replaced by bolts and started seams to be tightened up by caulking. On completion of work tank top plating to be shored down solidly by 6" x 6" shores from existing storehold beam. Shores to be pitched 6'0" and braced together as necessary, and the tank top plating where damaged to be cemented over to a uniform thickness of 6".

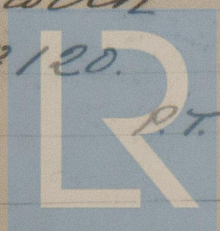
Cross Bunker:- Two large holes in tank top plating to be closed by bolted plate patches. all loose rivets to be replaced by bolts and started seams to be tightened up by wedging and caulking. Tank top plating to be solidly shored down from tween deck beams by wood shores 6" x 6". Shores to be pitched 6'0" at every second beam and be edged solidly top and bottom and braced as may be found necessary. On completion tank top plating to be cemented over at damaged parts to a uniform thickness of 6".

Tank Top Plating No 2 hold:- All loose rivets to be replaced by bolts and started seams to be tightened up by caulking, and plating to be cemented all over at damaged parts to a uniform thickness of 6".

Manhole Doors:- All doors to be removed for access to tanks and afterwards rejoin and put in order.

Tank Testing:- All tanks to be tested under pressure on completion of repairs, also bulkheads to be hose tested satisfactorily.

Bilges:- Bilge spaces in way of side bunkers, cross bunkers and No 2 hold, port and starboard, to be filled up solid with cement, level with tank top, from frame No 34 to frame No 120.



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Continuation of Report No. 3386 dated June 16th 1931 on theS/S "ANDREAS K."

Tank & Bilge Piping:- All tank and bilge suction pipes, sounding and air pipes to be temporarily overhauled and repaired as may be found necessary and tested.

Tank and bilge suction boxes to overhaul. Bilge suction manifold, ballast pump, and all strum boxes, to be overhauled and put in order.

Main Boilers:- to be shored up solidly from ship side and boilers be properly wedged at centres and left secure.

After Peak:- to be cemented up about five frame spaces, to a height of about 2'6" from keel.

Cementing in tanks:- Tanks Nos 1, 2, 5 & 6 and Engine room tank to be cemented at damaged parts up to a thickness of from 6" to 12". Stowhold tank end plates to cement up on either side at fore and after ends of tanks, and the tank end plates to be made watertight. All spaces in this tank, port and starboard, to be cemented up to a uniform depth of 12" and two shores "x6" to be fitted at each space.

Funnel:- funnel guys to be temporarily set up and funnel be properly secured.

Fore anchor:- to be securely lashed on deck.

Fore mast:- fore mast sprung to be sent down and all gear lashed on deck.

On completion of the above temporary repairs further examination will be made and a final report and certificate will be issued, if the work is carried out satisfactorily.

Wm. L. Green

Engineer