



S/S "ANDREAS X."

COPY

Continuation of my Damage Report dated Istanbul March 24th 1931.

Port Istanbul,

June 8th 1931

In accordance with my recommendations of the 24th of March 1931, the vessel was duly placed in the Arsenal drydock No.5, where a further examination was made by the undersigned, and the following damages were found, and recommendations made:-

The damage is mainly situated at bottom shell plating, keel plating, stern post, frame and rudder, from No.1 hold to stern post; bottom plating being badly setup, buckled and broken in several places, from keel to F strake on port side, and from keel to J strake on starboard side; internally, all frames, floors, intercostals and tank top plating etc., in way of damage, badly set up, buckled and/or broken:-

H U L L

Bottom Shell plating:-

Keel plating:-

One keel plate to renew;
Nine keel plates to cut out fair and replace;
Two keel plates to release and fair in place;

Port-Side-A, B, C, D, E & F strakes:-

Seven plates to renew;
Twenty-four plates to cut out fair and replace;
About 280 rivets at bilge keel to renew;

Starboard-Side- A, B, C, D, E, F, G, H & J strakes:-

Thirtyone plates to renew;
Thirtynine plates to cut out fair and replace;
Eleven plates to fair in place;
One plate to rivet;
Bilge keel, six lengths to renew;

Stern Frame & Rudder:-

Stern Frame:- Broken at heel and top of rudder post, to be renewed, completely;

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Port Istanbul,

Rudder:-

Rudder broken and carried away, to be renewed completely, with the upper and lower stocks;

INTERNAL DAMAGE:-

Floors & Frames:-

About 116 floors and frames, to renew;
About 86 floors and frames to cut off, fair and replace;
About 68 floors and frames, to fair in place.

Intercostals:-

The intercostals in way of above damage, to be dealt with as may be found necessary.

Tank top plating:-

Tank top plating, in way of Engine Room, under boilers, stokehold, cross-bunkers, and starboard side of No.2 hold, to the No.122 floor, set up, to be dealt with as may be found necessary;

16 tank top plate to be renewed;
11 tank top plates to cut out fair and replace;
2 tank top plates to fair in place;

Three centre keelson plates to renew;
Two centre keelson plates to cut out fair and replace;
Top and bottom angles in way of same to be dealt with;

About twenty-eight (28) bulkhead plates would require to be renewed;

About Fourteen (14) bulkhead plates to cut out fair and replace;

Two (2) bulkhead plates to fair in place;

A large number of brackets and angles, tank side brackets and bulkhead brackets, in way of above damage, require to be dealt with as may be found necessary.

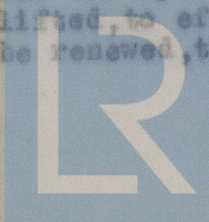
About fifteen (15) main frames to be renewed;
About twenty (20) main frames to cut off fair and replace;
About seventeen (17) reverse frames to renew;
About fourteen (14) reverse frames to fair in place.

Several wing plates, stiffeners and adjacent plates in way of above damage, to be dealt with as may be found necessary.

Ceiling:-

All ceiling in the holds and spaces in way of above damage, require to be lifted, to effect repairs, and about 2700 sq.ft. to be renewed, the remainder to be relayed.

Imms





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Cement:-

Cementing in way of above damage, damaged in many places, to be renewed, as may be found necessary.

GENERAL:-

Starboard tank margin plate to be renewed for a length of about 76 feet.

About seven pillars to cut off fair and replace;

About 27 hold stanchions to cut off fair & replace;

About eight hold ladders to repair as found necessary;

Several hatch covers to be renewed.

Bunkers:-

Several bunker casing plates, coaming and deck plates, beams etc., damaged, to be dealt with as may be found necessary

Deck plating etc:-

Main and tween deck plating appear to be slightly set up in way of Nos. 1-4 holds, to be further examined and be dealt with as may be found necessary, together with the deck fittings, beams, cleats etc.

Forecastle, Bridge and poop decks, slightly damaged, in several places, to be repaired as may be found necessary.

Port and starboard bulwarks slightly damaged, to be repaired, as found necessary.

Masts:-

Fore wood topmast, to renew; and minor repairs to the lower and main masts.

Piping:-

All deck pipes and connections in way of damage, steam and sounding pipes etc, to be overhauled and repaired as may be found necessary.

Eight ventilators damaged, to renew;

22 port lights damaged to repair;

Engine room skylight damaged to repair.

Port and starboard life boats and service boat damaged to repair, as found necessary.

Stream anchor to replace by new;

Four lengths of chain cable to renew;

6 lengths of chain cable to re-test.

James

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Sheet No.4 (Cont.)

S/S "ANDREAS K."

COPY

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Steering Engine, Windlass & Winches:-

Steam steering engine and its gear, windlass and winches, stated to have been strained and damaged, to be overhauled and repaired as may be found necessary.

MACHINERY

Main Engines & Auxiliaries:-

Main Engines, Auxiliary machinery, condenser, shafting and pumps, stated to have been strained, to be opened up, overhauled, repaired and adjusted, as may be found necessary.

Screwshaft to be drawn, examine and reline with new lignum vitae.

Two propeller blade tips damaged to repair.

Main Boilers:-

Both main boilers stated to have been strained, to be opened up, cleared, cleaned, examined, overhauled and adjusted, as may be found necessary.

Engines, boilers and auxiliaries to be tested under working conditions, on completion of above repairs.

NOTE:-

For full particulars of damage, see detailed Specification enclosed. Istanbul.

M. McLaren
(Signed) M. McLaren
Surveyor to Lloyd's Register

Survey Fee £70:0:0

Expenses £5:0:0

£75:0:0



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