

girders, and of the inner bottom plating, especially in the boiler space.

Last Report No 3575 Port Ist

+100 Al Span 84
with deck 9.11

8,33.

ived by Chief Ship Surveyor

Received from Chief Ship Surveyor

29 JUN 1934

SEL'S NAME S.S. "DIMITRIOS L. DANIOLOS" Rpt. Ant. No. 19410

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

ture of Survey

The Istanbul Surveyor reported in April last this vessel had been examined afloat and by a diver after collision and, following on this, subsequent beaching and salvage operations.

Owing to the collision damage, the shell plating abreast No.4 hold port side was found fractured and holed, extending from the bulwarks to the 3rd strake below the sheerstrake. The deck plating in way was completely cut through to the hatch side mountings, which latter was set in. The main deck stringer at this part was also cut away and the holed beams fractured and buckled. The tunnel sides found badly set in and leaking and other minor damage found.

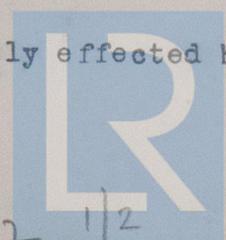
Temporary repairs were effected to the collision damage by plating over the opening in the shell plating and deck and repairing frames and beams inway.

The Surveyors then recommended the vessel as being fit to carry a cargo which was then on board and that she be drydocked for further examination and permanent repairs.

The case received consideration on the 8th ultimo when action was deferred for drydocking and permanent repairs.

The Antwerp Surveyors now report the vessel placed in drydock, bottom and rudder examined, some keel and shell plates found set up and some floors in way buckled.

Temporary repairs previously effected have been examined.



Lloyd's Register Foundation

WS96-0157 1/2

on account of Damage (if any) and besides being detailed in the body of the report, should be summarised in the form shown below. 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.

It is stated that an arrangements has been come to between the Owners and the Underwriters for the vessel to be broken up and that to enable the vessel to proceed to Italy with a coal cargo some further repairs have been carried out.

The vessel is intended to proceed from Antwerp to Rotterdam in ballast to load coal for an Italian port.

The Surveyors recommend the vessel as being eligible to remain as classed for the voyage to Civita-Vecchia via Rotterdam with a cargo of coal and thence in ballast to an Italian port to be broken up.

It is submitted action be deferred and the Surveyors requested to state when the work of demolition has been commenced.

GENOA

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28.6.34
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WS 96-0157

Special Damage or Repair Fee (if any)..... 1575-
(per Sec. 29) 155

Received by me,
15-6-34

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