

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

CHARACTER.
X for Special Survey.
Date of last Survey and of Periodical Surveys.

+10091 Off 3.28.

precisely as in Register Book & Supplement
Machinery and Survey
(including date of)

+LMC
BS
MS
CL

5m, 9, 24,

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

MAR 1929

VESSEL'S NAME Stl. S.S. "IOANNIS".

Rpt. Gib.

No. 2099.

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, 24/5/92.)

Nature of Survey

The class is subject to indented plating on port side forward being dealt with at the Owners' convenience.

The Gibraltar Surveyor now reports the vessel examined afloat after grounding and found to be slightly hogged from the fore end of No.3 hold to aft and the after portion set to port.

The vessel was subsequently placed in dry dock when the whole of the bottom plating from the collision bulkhead to the after peak tank was found corrugated, set up and holed in places, all floors in way set up, severe damage sustained to the bottom in way of No.3 hold, where the vessel is holed through the tank top and tank margin, and the shell plating on each side badly buckled up to the main deck level and other damage sustained.

Temporary repairs have been effected and some stiffening in way of the damage under No.3 hold.

Damage has also been sustained to the stem and shell plating through striking a mole.

It is stated that the vessel has been sold to Italian buyers for breaking up.

The Surveyor recommends that the vessel be towed in ballast to Italy.

It is submitted action be deferred and the Genoa Surveyors be advised and requested to inform this Office when the work of demolition is commenced.

2. Disposed 14-28-Refloated

Signature

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Lloyd's Register Foundation

28.2.29

Surveyor to Lloyd's Register of

Second Surveyor's Fee (if any) £

TUE. 5 1929