

COPY.

# Clloyd's Register of Shipping.



Port GIBRALTAR.

February 5th, 1929.

This is to Certify that

W. J. Matthews,

the undersigned Surveyor to this Society did at like request ~~of~~

to that of the Damage Survey Report and recommendations dated 11/1/29 for temporary repairs to the Greek S.S. "IOANNIS" 4207 tons gross Argostoli, whilst in No. 3 Dry Dock, H.M. Dockyard, Gibraltar from 11/1/29 to date, make further survey and supervise the repairs recommended in that report, finding as follows:-

HULL REPAIRS. This work was carried out satisfactorily on the lines recommended. Progress was retarded on account of the excessive quantity of rotten grain and debris in the bilges, tunnel and the machinery and boiler space. As regards the latter, a number of perforations were found in the boiler-room double bottom tank top. This defect necessitated the thorough cleaning of the plate surfaces, hook bolt and wooden patches over the holes, flood the whole area with cement, throwing in old fire bars and scrap iron to reinforce the tank top plating before refloating.

PUMPING MACHINERY. When opened out for repairs and during the tests was found to be in worse condition than at first expected.

CENTRE MAIN BOILER. Thoroughly cleaned and found in good order under W.P. hydraulic test and when in steam at 150 lbs per sq. in., at which pressure the safety valves were set to blow off.

Steering Engine & Gear. Overhauled and tested under working conditions and found in good order.

Windlass. Found to be in safe working order when placing the vessel at her Anchorage.

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The drydock was partially flooded on Feb: 2nd and with the exception of a few minor leaks which were stopped, the vessel was considered safe for refloating on Monday 4th after removing the ballast used to trim the vessel on docking. Minor leakage developed on refloating which was easily checked by wedging and ....

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents

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S.S. "IOANNIS"

(2).

5/2/29.

wedging and additional cement. The vessel's form remained as when on the blocks.

Before moving to the Anchorage the ballast pump was tried on all holds and machinery space, and found in good order.

At 11.30 a.m. with the Admiralty Tugs and Pilots, the vessel was taken to the anchorage. The Port anchor and four lengths of chain let out, one defective link was found during this operation and in time to prevent the loss of that portion. The starboard anchor and seven lengths of chain unfortunately ran out and was lost, but was recovered in 3 fathom depth by dragging the kedge anchor of the Tug "Energetic". Whilst hauling in the starboard chain and anchor with a wire the Engineer reported that the main feed pump had failed and as the windlass was using so much steam, the centre main boiler fires had to be drawn.

For the night of the 5th February the vessel was considered safe with an Easterly wind until next morning riding to her port anchor and with 3-1/2" wires shackled on to the starboard chain and anchor.

In order to avoid the expense of the Admiralty Tugs and Pilots arrangements were made for the Agents' Staff to haul up the starboard chain, cut out the defective link on the port side and secure the inboard ends to locker or keelson lugs. In view of the expense and probable early disposal of the vessel the provision of a swivel was not considered advisable.

The defective feed pump chamber and valve chest was put on shore for additional repair at the Dockyard Fitting Shop.

On the completion and test of the pump repairs, a Certificate will be issued for the vessel to be towed to her destination for breaking up or disposal.

*W. J. Matthews.*  
W. J. MATTHEWS.  
SHIP & ENGINEER SURVEYOR  
TO LLOYD'S REGISTER.



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