

Rpt. 8
Date of writing Report 19.1.60
Survey held at Kynosoura & Piraeus
When handed in at Local Office 19.1.60
No. of Visits 3
Port Piraeus
Received London 15 JAN 1960
First Date 2.12.59
Last Date 19.12.59
No. 8296

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B. 01515
on the Iron or Steel S.S. "ANDREAS G"
Built at Nwc.
By Whom Palmers' Co.Ltd.
Owners Santa Cruz Cia.Nav.S.A.
Managers -
Port of Registry Beirut
Surveyed Afloat or in Drydock Both
Name of Dock Govt. Graving Dock
Date of last examn. in Drydock 19.12.59
Tons gross 4913
Year 1929
Month 8

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 23050
To be filled in at Head Office. Port Gen

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1		+LMC	
with freeboard		ES	10,56
SS(Dr)	10,56	MBS	7,56
DS	6,57	TS CL	11,55
		SPS	10,56

Give dates and references to any letters relating to this Report

in damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Yes. Freeboard as marked on ship and now verified ft ins
Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Docking Survey & Damage Survey(Rpt.No.8286 attached herewith)
Damage 1 Heavy weather on voyage from Marmagôa (India) to Genoa, from the 31st December,1957 to 25th January,1958.

FOUND:	RECOMMENDED:
Nos.1 and 7 frames in No.1 hold s.s. fractured with plate, in way 2 small fractures about 6".	Frames to vee out, weld and compensating plates to fit on either sides. Fracture in plate to be cut out and 2 inserts 1'-0"x 1'-6" welded in place.
No.1 hold p.s. No.4 frame fractured.	Fractured plating to cut out and insert 1'-6"x 1'-0" to fit.
Tonnage well (s.s.)freeing port flaps welded to shell plating stated to have been leaking and repaired by means of a cement box.	Cement box removed and no damage found.
No.2 Hold S.S.	
No.11 frame aft bulkhead fractured.	Fracture to vee out, weld and compensating plates to fit on either face.
Engine Room s.s.	
Nos.4,12,13 frames horizontal fractures.	Fractures to vee out,

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes
If so, is the Report sent now, or when will it be sent? Now.
Is Classification Certificate required? If so, to be sent to
Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS
State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".
This vessel is eligible in my opinion to remain as now classed in the Register Book with fresh record of D.S. 12,59, subject to bent stem bar and buckled plates Al p & sq to the cross bunker not being used for O.F. until permanently repaired and being dealt with on vessel's arrival at Japan.

Date of Committee THURSDAY 3 MAR 1960
Minute SS 12.59, subject (Am).
MBS 12.59

Noted for Head

E. F. Reid
Surveyor to Lloyd's Register of Shipping

TABLE 1

"ANDREAS G"

- 2 -

25 JAN 1960

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Dkg. & Dge.

SURVEY

Rpt. 9a

Port of Piraeus

Continuation of Report No. 8296 dated 18.1.60

on the

Items	Now Examined YES NO OR NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Good.	F.P. Tank		
Rudder lifted	No.	A.P. "		
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks		
Holds		Deep Tanks		
Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Side Tanks		
After " "		Wing Tanks		
Engine Space		Other Tanks		
Boiler		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?	-	
		Have Struts in Cargo Tanks (of Tankers) been removed?	-	
		Have Tanks been Retested as necessary after completion of any Repairs?	-	

Have the spaces now surveyed been cleared and cleaned as necessary? Yes for damage survey only.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No.

Have the bilges been cleaned out and examined? No.

Has cement in bottom been examined? Forepeak only

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No.

Has a Load Line Survey been held? No.

If so, state which

Have the shell and deck plating been drilled as per Rule? No.

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? No.

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling and Cargo Battens		Sluice Valves examined and found	
" " in way of side scuttles	"	Cement or Asphalt		Air and Sounding Pipes	Above dk.Good.
Rudder and Sternframe	"	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained	from dk.
Coamings and Casings	"	and closing appliances	"	(State if wedges removed)	
Beams and Fastenings	"	Companionways and Skylights	"	Chain Locker	
Frames	As seen for damage Good	Shell Openings	"	EQUIPMENT	
Reverse Frames		Ash Shoots	-	Equipment Letter	Stated sufficient
Longitudinals		Overboard Discharges and Scuppers	-	Anchors, No. of	Condition
Transverses		Freeing ports	Good.	Cables (State if now ranged and examined)	
Floors		Steering Gear (Main and Auxiliary)	"	" length	mean diam.
Keelsons		examined and found	Good tested	" (on board)	
Stringers		Windlass examined and found	Good.	Rule Length	Size
Inner Bottom Plating		Pumps	"	Hawsers and Warps	
Bulkheads and Tunnel		W.T. Doors	"	State if any Anchors or Chain Cable have	
				now been supplied or retested, if so,	
				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) Yes. (B) No.

See Below

REMARKS, REPAIRS, Etc. (Contd.) FOUND:

RECOMMENDED:

Port Side

Nos 4 and 7 frames from aft W.T. bulkhead fractured horizontally approx. 7'-0" above engine room floor.

Fractures to vee out, weld compensating plates to fit on either face.

Forecastle

1 side scuttle broken.

To renew.

Cont/...

Survey Fee £ 20. 0. 0

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) 30. 0. 0

Class Dge. 25. 0. 0

Travelling Expenses (if chargeable) 3. 7. 6

Date when A/c. Rendered

Stamps £0. 7. 9

19.1.60

1011.0.53. T. (MADE AND PRINTED IN ENGLAND.)

FOUND:

RECOMMENDED:

Chief Engineer accommodation deckhouse Cement box to remove and damage to be

boundary bar bulkhead coaming stated repaired as found necessary.

cracked(cement box fitted previously)

Air pipe abreast the above deckhouse To renew.

partly broken.

Upper deck No.3 hatch cracked in way Fractures to vee out and weld.

of fwd. s.s. and aft p.s. boundary bar.

About 2½ m. of deck pipe protection plating missing abreast No.4 hatch stbd. to renew. Not class (1949). Cross Bunker

Approx. 30 rivets show evidence of To cap with E.W.

leakage.

Centre line bulkhead 2 pieces of O.T. To renew.

bulkhead missing.

This item was not carried out at this

time and the tanks are not to be used

for O.F. until repaired on arrival at Japan.

All the above items have been dealt with to my satisfaction with the exception of

Chief Engineer's accommodation deckhouse boundary bar bulkhead coaming and the 2

items in the cross bunker, and the 2½" deck pipe protection plating.

Damage 11

Grounding 12.8.57

FOUND:

RECOMMENDED:

Stem bar set over at lower section.

To crop, fair and refit from the 12'-0"

mark, bar size 9"x 2".

A1 p. & s. set in and torn at rivetted

To renew 16'x 5' x ½".

connection to stem bar.

A2 p. & s. slightly set in at forward butt. To release and fair in place.

Refloating Damage

60' of bilge keel s.s. missing.

To renew.

1 indent at E10 s.s. and lower landing

To release and fair in place.

of F strake in way.

Further temporary repairs were carried out by welding the rivets and top seams of

A1 and A2 p. & s. and the fore peak tank was partly filled with cement.

It is recommended that the stem bar and buckled plates A1 p & s to the cross bunker not to be used for O.F. until permanently repaired and dealt with on vessel's arrival at Japan.

Condition of class "Drydocking (grounding). Cracked shell plates in way of No.1 hold and ER (ss) in way of Nos.1 & 3 holds (ps), cracked frames in No.2 hold, also E & B rooms (ss) in ER (ps), also cracked boundary bar at (ps) aft & (sf), corners of No.3 hatch cracked. This item now dealt with under damage.

"OF DT aft bulkhead (leaking) and centre line bulkhead (cracked) to be repaired at Piraeus".

This item was not carried out at this time and it is recommended that the tanks are not to be used for O.F. until repaired on arrival at Japan.

S.R.L. Appendix

"Indents in shell plates A4 and 5 and G5 from aft (s.s.)" nothing done at this time.

The Load Line Survey was carried out by the local authorities and the Costa Rican

Certificate is returned herewith.

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