

COPY

LLOYD'S REGISTER OF SHIPPING

Report No.D.8286

Port of Piraeus,

12th January, 1960.

This is to Certify that

E.F. Reid

the undersigned Surveyor to this Society did at the request of J.A.Saunders, Esq., Lloyd's Agent, Piraeus and with the consent of the Owners' representative attend on board the

S.S. "ANDREAS G"

4913 tons gross of Beirut

whilst lying afloat and in the Government Graving Dock at Piraeus, on the 2nd December, 1959 and subsequently, for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to

- 1) Heavy weather on voyage from Marmagoa (India) to Genoa, from the 31st December, 1957 to 25th January, 1958.
- 2) Grounding at Hesthamaren, Sauda Harbour at 5.15 hrs.A.M. on the 12th August, 1957.

Copies of Salvage Association reports Nos. 1641-D and 7921/57 were sighted, also attached copies of Log extracts.

For further particulars please refer to ship's log book and above reports.

Upon examination by the undersigned the following damage was noted and repairs recommended without prejudice to the terms and conditions of the insurance.

Damage 1 (Heavy weather damage 31.12.57-25.1.58).

FOUND:

Nos. 1 and 7 frames in No. 1 hold s.s. fractured with plate, in way 2 small fractures about 6"

No. 1 hold p.s. No. 4 frame fractured.

No. 3 hold p.s.

2nd below sheer at lower landing plating fractured for 3".

RECOMMENDED:

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.

Fracture to vee out, weld and compensating plates to fit on either side 1'-6" long.

Fractured plating to cut out and insert 1'-6" x 1'-0" to fit.

This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Continued/..

Lloyd's Register Foundation

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S. "ANDREAS G"

UND:

RECOMMENDED:

Damage well (s.s.) freeing port
caps welded to shell plating
noted to have been leaking and
repaired by means of a cement box.

Cement box removed and no damage
found.

.2 Hold S.S.

.11 frame aft bulkhead
fractured.

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

Engine Room s.s.

s.4, 12, 13 frames horizontal
fractures.

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

Port side.

s.4 and 7 frames from aft
T. bulkhead fractured
horizontally approx. 8'-0"
above engine room floor.

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

Forecastle

Forecastle scuttle broken.

To renew.

Chief Engineer accommodation
bulkhead boundary bar bulkhead
examined stated cracked (cement
box fitted previously)

Cement box to remove and damage
to be repaired as found necessary.

Fore pipe abreast the above
bulkhead partly broken.

To renew.

Fore deck No.3 hatch cracked
in way of fwd. s.s. and aft p.s.
boundary bar.

Fractures to vee out and weld.

Cross Bunker.

Approx. 30 rivets show evidence
of leakage.

To cap with E.W.

Centre line bulkhead 2 pieces
O.T. bulkhead missing.

To renew.

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.

Hoisting Gear pedestal bracket
s.s. fractured in 1 place.

To renew.

Temporarily repaired by crew previously
at sea. No new casting was available
and this repair was left outstanding
to be carried out at Japan

Deck

Port bleed steam pipe to heater
one piece fractured.

To renew.

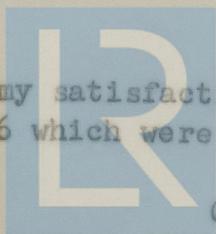
Starboard exhaust steam pipe to
main hatch piece fractured at
main hatch (temporarily repaired
at sea, previously)

To renew.

Handlass guard plates and winch
s.2, 3 and 4, port & stbd.
missing.

To renew.

These items have been dealt with to my satisfaction with the
exception of items 9, 12a and b, 13 and 16 which were deferred at
request.



"ANDREAS G"

previous temporary repairs to 3rd below sheer s.s. of engine at frames 9 and 10 were specially examined and Owners accepted as permanent repairs.

estimated cost of the above repairs now carried out is Drs. 26.200 7 days afloat to complete, at Piraeus and Drs. 31.460 at Kynossoura.

works were commenced on the 3rd December, 1959 and completed on 15th December, 1959.

Page II

ending, 12.8.57.

FD:

RECOMMENDED:

bar set over at lower position.

To crop, fair and refit from the 12'-0" mark, bar size 9"x2".

p.& s. set in and torn at fitted connection to stem bar.

To renew 16'x5'x1/2"

p.& s. slightly set in at hard butt.

To release and fair in place.

Coating Damage.

of bilge keel s.s. missing.

To renew.

dent at E10 s.s. and lower fitting of F strake in way.

To release and fair in place.

dent previously fitted in way of the damage was not removed and estimate of the internal damage can be given at this time as permanent repairs were deferred at Owners' request.

After temporary repairs were carried out by welding the rivets and seams of A1 and A2 p.& s. and the cement was filled up to the level of the rivets of B strake, lower landing p.& s.

The estimated cost of the temporary repairs is Drs. 2.000 with 1 day in drydock to complete.

The above recommendations were made with a view to placing the vessel in the same good and efficient condition as before the said damage was sustained.

In the opinion of the undersigned the above damages are reasonably consistent with the alleged causes.

The vessel entered the drydock on the 18th December, and refloated on the 20th December, 1959.

Since the last drydocking 6,57.

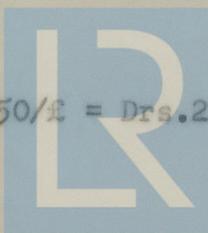
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Surveyor to Lloyd's Register.

P.T.O.

Fees £ 30. 0. 0
7. 0

£ 30. 7. 0 @ Drs. 84,50/£ = Drs. 2.564,60



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00292-002601-021 3

Damage I (Heavy Weather damage 31.12.57-25.1.58)

The following items have not also been dealt with at this

About 2½ metres of deck pipe protection plating missing ab
No.4 hatch stbd. To renew.

Turning gear main wheel. (Bolted in two halves to the crank
One half found fractured at corner of keyway. To renew.

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RECOMMENDATIONS:
To crop, fair and reef from the
12'-0" mark, bar size 9"x2",
To renew 12' x 2"
To release and fair in place.

To renew
To release and fair in place.

and previously fitted in way of the damage was not removed and
nature of the internal damage can be given at this time as
urgent repairs were deferred at Owners' request.

Temporary repairs were carried out by welding the rivets and
bars of A1 and A2 p. & a. and the cement was filled up to the
the rivets of B strake, lower landing p. & a.

The estimated cost of the temporary repairs is Grp. 2.000 with 1

to above recommendations were made with a view to placing the
of this vessel in the same good and efficient condition as
the said damage was sustained.

opinion of the undersigned the above damages are reasonably
content with the alleged causes.

vessel entered the drydock on the 14th December, and remained
14th December, 1957.

Last drydocking 6.57.

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Surveyor to Lloyd's Register

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