

The Port Offices,  
PORT SUDAN.  
Republic of the Sudan.

15 April 1959.

S. S. " JANO " . No. PS/16/59.

Further to my Report of 5th. April 1959 on damage to the above vessel. I was informed at 0945 hours on 13th. April 1959, as cargo from the after holds was being discharged and the bow of the vessel had become deeper in the water, it was found that water had leaked into the Fore Peak Tank.

2. I attended on board immediately and found one foot of water in the Fore Peak Tank, no more water appeared to be entering as the level of water inside the tank was equal to the water level outside. Instructions were given to pump this water out with ship's pump but this was found to be impossible due, in my opinion, to either (a) faulty pump or (b) choked suction line. At this time, 1100 hours on the 13th. April 1959, discharging from the after holds was again suspended.

3. A shore pump was then ordered but in the meantime it was found that the height, from the water in the Fore Peak Tank to the Upper deck, approximately 25 feet, is greater than it is possible for a pump to lift water. It was then decided that when the pump arrived it would be lowered into No. 1 hold, a hole would be cut in the Collision Bulkhead between the Fore Peak Tank and No. 1 hold and the pump's suction hose inserted through this hole and the water pumped out in this way.

4. The pump arrived at 0710 hours on 14th. April 1959 and pumping commenced about half an hour later. As soon as the Fore Peak Tank was dry it was found that water was seeping through the cement in the space between Frames 124 and 125 on the port side and also through the cement amidships.

5. FURTHER RECOMMENDATIONS REGARDING REPAIRS.

- (a). Cement, 3 feet high and 3 feet in a fore and aft direction, is to be placed from the port to starboard sides close up to the present cement.
- (b). All remaining frame spaces, forward of the Collision Bulkhead, in the Fore Peak Tank, are to be filled in with cement.
- (c). The " well " surrounding the suction pipe in the Fore Peak Tank is to be enlarged, the strum box round the end of the suction pipe is to be examined and, if necessary, cleaned and steps are to be taken to ensure that the ship's pump will pump water out of the Fore Peak Tank. Test pumping is to be carried out before the tank is sealed.
- (d). The hole, mentioned in Para. 3 above, which was cut in the Collision Bulkhead is to be welded up and a water pressure test carried out on it to ensure that it is watertight.



Signed,

*R. J. Cole*

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Lieutenant Commander. R.N.R.

Master Mariner. Certificate No. 58668.

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