

COPY.

## Lloyd's Register of Shipping



Report

Port \_\_\_\_\_ of Piraeus,

13th April

## This is to Certify

A.C. BONE

the undersigned Surveyor to this Society did at the request of J.A. Saunders Esq., Lloyd's Agent, Piraeus, on behalf of the United States Salvage Association, attend on board the S.S. "DANAFRIS" & "REVEZA" 2740 tons gross of Piraeus on the 27th June 1950 and on subsequent dates whilst this vessel lay afloat in ballast at Ambelaki and Piraeus for the purpose of ascertaining without prejudice the nature and extent of damage stated to have been sustained at Civitta-Vecchia on the 13th December 1947.

It was stated that at the time of the occurrence the "DANAFRIS" was lying alongside the quay and a collision took place with the S.S. "CAPE TRINITY" and a Corvette when the "CAPE TRINITY" was manoeuvring to leave the Port.

For full particulars please see Ship's Log Book and Genoa Survey Report (copy sighted).

The following is the damage noted as per above Damage Report and in agreement with all parties concerned.

FOUND:Forecastle Deck.

No.1 bulwark plate set in.

No.2 bulwark plate set in.

No.3 bulwark plate set in.

Cope iron on above bulwark plates distorted.

4 bulwark stays buckled.

RECOMMENDED:

Aft end of plate to crop 3'6"x3'3"x5/16" and remove fair and refit.

To remove fair and refit 14'0"x3'3"x5/16".  
Mooring lead to remove for access.

To remove fair and refit 15'6"x3'3"x5/16".

To remove fair and refit 30'0"x3"x1 1/2".

To remove fair and refit each 3'6"x2" diam.

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 to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."



S.S. "DANAFRIS"

FOUND:

1 bulwark flanged stay buckled.

Nos. 1 & 2 deck stringer plates set down in way heel of bulwark stays.

No. 3 deck stringer plate buckled.

Deck stringer angle bar buckled.

Main Deck.

No. 1 deck stringer plate from forecastle bulkhead set down.

Deck stringer angle bar in way buckled.

Nos. 1 and 5 bulwark plates abaft forecastle bulkhead set in.

Nos. 2, 3, 4 & 6 bulwark plates set in.

Bulwark rail (b.a.) in way above distorted.

11 bulwark stays (b.a.) with connecting lugs distorted.

Shell plating.

Forecastle sheer strake No. 2 plate set in above deck.

Forecastle sheer strake No. 3 plate set in.

No. 2 plate 1st strake below forecastle sheer (at break of forecastle) set in.

RECOMMENDED:

To remove fair 3'9" x 1'4" x  $\frac{3}{8}$ ".

Connecting angle and refit 3'6".

To fair in place.

Aft end of plate fair and refit Forward end of in place. Wash deck pipe stanchion to remove.

To crop, remove, fair 4'0" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ ".

To crop, remove, fair and refit 10'0" x 4'6" x 7/16".

Hatch coaming deck angle bar and doubling in way to release for access.

1 scupper pipe and steam pipe in way to release for access.

1 bollard in way to release for access.

To crop, remove, fair and refit 12'0" x 4 $\frac{1}{2}$ " x 4 $\frac{1}{2}$ ".

To remove, fair and refit each 12'0" x 3'4" x 5/16".

Freeing port angle bar in way each to remove for access each 12'0" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ ".

To remove fair and refit each 12'0" x 3'4" x 5/16".

To remove, fair and refit 72'0" x 5 $\frac{1}{2}$ " x 3".

To remove, fair and refit each stay 4'3" x 6 $\frac{1}{2}$ " x 6 $\frac{1}{2}$ " and each lug 1'2" x 3" x 3".

Deck wash pipe removed for access.

To fair in place.

To remove, fair and refit 12'6" x 28'10" x  $\frac{3}{8}$ ".

To crop, fair and refit 6'6" x 3'9" x  $\frac{3}{8}$ ".



S.S. "DANAFRIS"FOUND:

Bulwark rail(b.a.)in way above distorted.

2 bulwark stays(b.a.)with connecting angles buckled.

RECOMMENDED:

Mooring lead and  
to remove for acc. s.

To remove, fair and refit  
22'9"x5 $\frac{1}{2}$ "x3".

To remove, fair and refit  
each 8'6"x6 $\frac{1}{2}$ "x3" and 5'6"x6 $\frac{1}{2}$ "x3".

2 connecting angle bars to remove  
fair and refit each 3'3"x4"x3 $\frac{1}{2}$ ".

The above repairs were satisfactorily completed .

The cost of above permanent repairs, submitted and based on tender prices was Drs.24,974,000.- and this amount is considered fair and reasonable.

The time to complete above repairs was 10 days.

Survey fees. £25. 0. 0.

Expenses 1.11. 0.

Stamps 16. 0.

*A. C. Kone.*

Surveyor to Lloyd's Register.



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