

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report **20.4.51** When handed in at Local Office **20.4.51** Port of **Piraeus**  
 No. in Reg. Book **56892** Survey held at **Ambelaki and Piraeus** Date First Survey **21.12.50** Last Survey **9.4.51** 19  
 on the ~~Steel~~ **S.S. "DANAFRIS"** **NIN CHARLIE** (No. of Visits **4**)

**TONNAGE** : Built at **Blyth** By whom **Blyth S.B. Co. Ltd.** When **1924** MONTH **10.**  
**GROSS** **2740** Owners **Synodinos Brothers.** Owners' Address \_\_\_\_\_  
**UNDER DK** **2441** Managers \_\_\_\_\_ (If not already recorded in Appendix to Register Book)  
**NET** **1683** Port belonging to **Piraeus**

Surveyed Afloat or in Dry Dock? **Afloat** Name of Dock \_\_\_\_\_ Destined Voyage \_\_\_\_\_  
 Cell/D/Bor/D/BA \_\_\_\_\_ feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
 Total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

Only alterations in the existing records of tanks should be inserted.  
 B. All alterations in the existing records should be underlined.

Last Report, No. **5753** Port **P.R.**

Periodical Surveys, when held, must be reported in detail and in accordance with the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

Your letters **18.2.48, 15.12.50**  
 My letter **17.4.51.**

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER	Machinery and Boiler Surveys (including date of N.B. if any)
<b>*100A1</b>	<b>LMC 11,46</b>
<b>with freeboard</b>	<b>Examined 8,48</b>
<b>(Reclassification BS</b>	<b>8,48</b>
<b>contemplated)</b>	<b>TS CL 8,46</b>
<b>8,48</b>	
<b>ssStnNo. 3-1,37</b>	
<b>Laid up pending Survey.</b>	
<b>Society's Freeboard (if assigned) as</b>	<b>ft. ins.</b>
<b>Painted on Ship and now verified</b>	

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Part Special Survey.**

**Now done:**

**decks**  
 The fore and aft peak tanks, Nos. 1, 2, 3 & 4 holes and tank top plating, hatches fiddley, steering gear and shell plating above the water line were examined.

**Recommendations.**

The following recommendations were now made.

- 1 shell plate (p.s.f.) wavy and badly wasted and to renew.
- 2 shell plates (s.s.f.) wavy and badly wasted and to renew.

Continued.....

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Falred or Repaired								
Falred or Repaired in place ...								

**PRESENT CONDITION OF THE**

<b>Decks</b> _____	<b>Bulkheads</b> _____	<b>Engine Room Skylights</b> _____	<b>Copper, or Y.M.</b> _____ (State if on Felt.)
<b>Caulking of Decks</b> _____	<b>Ceiling</b> _____	<b>Coal Bunkers, Openings, Covers, &amp;c.</b> _____	<b>When fitted, Month</b> _____ <b>Year</b> _____
<b>Coamings</b> _____	<b>Cement or Asphalt</b> _____	<b>Oil Bunkers</b> _____	<b>Boats</b> _____
<b>Beams &amp; Fastenings</b> _____	<b>Rudder</b> _____	<b>Scuppers</b> _____	<b>Masts, Yards, &amp;c.</b> _____
<b>Outside Plating</b> _____	<b>Steering gear and its connections</b> _____	<b>Cargo Hatchways</b> _____	<b>Condition, how ascertained</b> _____ (State if wedges removed.)
"    "    In way of sidelights _____	<b>Windlass</b> _____	<b>Hatches</b> _____	<b>Equipment letter</b> _____
<b>Frames</b> _____	<b>Have pumps been examined and found efficient?</b> _____	<b>Planking</b> _____	<b>Anchors, No. of</b> _____
<b>Reverse Frames</b> _____	<b>Have Sluice Valves been examined and found efficient?</b> _____	<b>Caulking</b> _____	<b>Cables (State if now ranged)</b> _____
<b>Longitudinals</b> _____	<b>Have Watertight Doors been examined and found efficient?</b> _____	<b>Treenalls</b> _____	"    length _____ mean diamr. _____ (on board.)
<b>Transverses</b> _____	<b>Have Ventilators and their Coamings been examined and found efficient?</b> _____	<b>Breasthooks &amp; Stems</b> _____	"    Rule length _____ size _____
<b>Floors</b> _____	<b>Air and Sounding Pipes</b> _____	<b>Transoms, Pointers &amp; Crutches</b> _____	<b>Chain Locker</b> _____
<b>Keelsons</b> _____	<b>Doubling Plates under Sounding Pipes</b> _____	<b>Timbers of Frame at openings</b> _____	<b>Hawsers &amp; Warps</b> _____
<b>Stringers</b> _____		<b>"    "    at other places</b> _____	<b>Standing and Running Rigging</b> _____
<b>Inner Bottom Plating</b> _____		<b>Stringers, Clamps &amp; Shelves</b> _____	<b>Sails</b> _____
<b>Have the Tanks been examined Internally?</b> _____		<b>Salting</b> _____ State if examined.	
<b>Have the Tanks been tested?</b> _____			

**General Observations, Opinion as to Class, Recommendation, &c. :-**

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This report is forwarded for the information of the Committee.

Survey Fee (per Section 29) _____	£	:	:	Fees applied for,
Special Damage or Repair Fee (If any) (per Sec. 29) <b>50. 0. 0.</b>				<b>18.4. 19 51.</b>
Travelling Expenses (if chargeable) <b>3. 2. 0.</b>				Received by me,
Second Surveyor's Fee (if any) _____				_____
<b>Stamps</b> <b>12. 0.</b>				
Committee's Minute _____				
Character Assigned <b>No action</b>				

TUES. 22 MAY 1951

Surveyor to Lloyd's Register of Shipping.



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003450-003457-00962

WRECK SECTION No 784

WRECK SECTION No 784

The Ship... (The Ship...)

Certificate required if so, to be sent to

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

- 12 shell plates (p.s.f.) wavy and pitted and to drill test (stated ice damage).
- 4 shell plates (p.s.a.) wavy and pitted and to drill test.
- 12 shell plates (s.s.f.) wavy and pitted and to drill test (stated ice damage)
- 1 shell plate (p.s.f.) indented and to fair in place.
- 3 shell plates (p.s.a.) indented and to fair in place.
- 2 shell plates (s.s.f.) indented and to fair in place.
- 2 shell plates (s.s.a.) indented and to fair in place.

(Further wavy plating was pointed out to the Owner below water forward).  
 Tank top repairs were recommended as per your letter of the 18th February 1948.  
 Bulkhead repairs were recommended as per your letter of the 18th February 1948.  
 to  
 E & F strakes (shell) at fore side of A.P. bulkhead/be renewed and adjacent plates to  
 drill test as per your letter of the 18th February 1948.  
 The Owner refused to carry out above recommendations and stopped the Survey.  
 The vessel has now been classed with the Bureau Veritas and the above report is  
 forwarded for the information of the committee.

DAMAGE. (Damage Report No. D. 5835 attached.) (2 damage reports)

Stated to have been sustained at Civitta-Vecchia on the 13th December 1947.  
 It was stated that at the time of the occurrence the "DANAPRIS" 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.  
 The following is the damage noted with recommendations for permanent repairs.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TRY PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Stream.....													
	Kedge.....													

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length. Fathoms.	Diam. Ins.	Stain-tory. Tons.	Breaking. Tons.	Supplied.		Length. Fathoms.	Diam. Ins.			
					Cwts. qrs. lbs.	Cwts. qrs. lbs.					

- FOUND:**
- Forecastle Deck.
- No.1 bulwark plate set in. Aft end of plate to crop 3'6"x3'3"x5/16" and remove, fair and refit.
  - No.2 bulwark plate set in. To remove, fair and refit 14'0"x3'3"x5/16" Mooring lead to remove for access.
  - No.3 bulwark plate set in. To remove fair and refit 15'6"x3'3"x5/16"

Continued.....

S.S. "DANAPRIS"

- FOUND:**
- cope iron on above bulwark plates distorted.
  - 4 bulwark stays buckled.
  - 1 bulwark flanged stay buckled.
- RECOMMENDED:**
- To remove fair and refit 30'0"x3"x1 1/2".
  - To remove fair and refit each 3'6"x2" dia.
  - To remove fair and refit 3'9"x1'4"x3/8".
  - Connecting angle bar to remove and refit 3'6"x3"x3".
  - Nos.1 & 2 deck stringer plates set down in way heel of bulwark stays. To fair in place.
  - No.3 deck stringer plate buckled. Aft end of plate to crop, remove fair and refit 4'0"x3'3"x3/8".
  - Wash deck pipe and 1 deck stanchion to remove for access.
  - Forward end plate to fair in place.
  - Deck stringer angle bar buckled. To crop, remove, fair and refit 4'0"x3 1/2"x3 1/2".

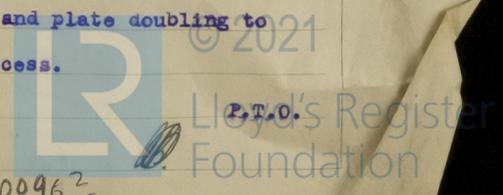
Main Deck.

- Nos.1 deck stringer plate from fore-castle bulkhead set down. To crop, remove, fair and refit 10'0"x4'6"x7/16".
- 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.
- Deck stringer angle bar in way buckled. To crop, remove, fair and refit 12'0"x4 1/2"x4 1/2".
- Nos.1 and 5 bulwark plates abaft fore-castle bulkhead set in. To remove, fair and refit each 12'0"x3 1/2"x3 1/2".
- Freeing port angle to remove for access.
- Nos.2, 3, 4 & 6 bulwark plate set in. To remove, fair and refit each 12'0"x3'4"x5/16".
- Bulwark rail (b.a.) in way above distorted. To remove, fair and refit 72'0"x5 1/2"x3".
- 11 bulwark stays (b.a.) with connecting lugs distorted. To remove, fair and refit each stay 4'3"x6 1/2"x6 1/2" and each lug 1'2"x3"x3".
- Deck wash pipe to remove for access.

Shell plating.

- Fore-castle sheer strake No.2 plate set in above deck. To fair in place.
- Fore-castle sheer strake No.3 plate set in. To remove, fair and refit 12'6"x2'10"x3/8".
- No.2 plate 1st strake below fore-castle sheer (at break of fore-castle) set in. To crop, fair and refit 6'6"x3'9"x3/8".
- Mooring lead and plate doubling to remove for access.

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FOUND:

Bulwark rail(D.a.) in way above distorted.  
2 bulwark stays(D.a.) with connecting  
angles buckled.

RECOMMENDED:

To remove, fair and refit 2'9"x5 1/2"x3".  
To remove, fair and refit each  
8'0"x6 1/2"x3" and 5'6"x6 1/2"x3".  
2 connecting angle bars to remove fair and  
refit each 3'3"x4"x3 1/2".

The above repairs were satisfactorily completed.



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