

COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Rpt.No.D.6958.

Port of Piraeus,

27th August, 1956.

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This is to Certify that

A.C. Bone

the undersigned Surveyor to this Society did at the request of J.A.Saunders, Esq., Lloyd's Agent, Piraeus, attend on board the S.S. "KYRIAKOULA" 2294 tons gross of Puerto Limon on the 29th July, 1956 and subsequently whilst this vessel lay in the Government Graving Dock and afloat at Piraeus for the purpose of ascertaining without prejudice, the nature and extent of damage stated to have been sustained (1) due to grounding on the 24th June, 1955 whilst on a voyage from Aarhus to Hango (2) due to grounding on the 27th February, 1956 whilst on a voyage from London to Copenhagen and (3) due to grounding on the 6th June, 1956 whilst on a voyage from Port Sudan to Piraeus.

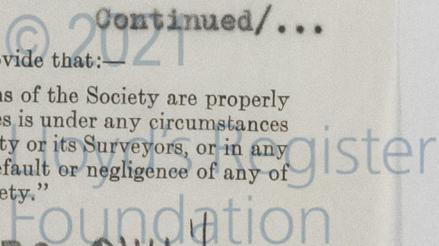
No.1 occurrence (Grounding 24th June, 1955 Aarhus to Hango).

It was stated that the vessel left Aarhus in ballast on the 21st June, 1955 and grounded on the 24th June, 1955 at 10 a.m. The main engines were manoeuvred to refloat but without effect and at 1 p.m. the Kedge anchor was run out. Again the engines were manoeuvred and with heaving on the Kedge anchor at the same time the vessel was finally refloated at 5.15 p.m. Before refloating a leak was found in the No.3 hold starboard side. The vessel proceeded on her voyage and without further incident arrived at Hango on the 25th June. On the 26th June it was found necessary to obtain assistance from the shore to pump out the No.3 hold and on the 27th June the services of a diver were obtained to stop the leak to the No.3 hold. This was completed on the same day and the hold was found to be tight. A survey was held at Hango from the 27th to 29th June, 1956 by a Surveyor appointed by Lloyd's Agents who also represented Lloyd's Register of Shipping. Cement boxes were fitted internally where required and the vessel was allowed to proceed on her voyage. The Chief Engineer reported that during the manoeuvring to refloat the Main Engines and Main Condenser were overheating and the pumps were working continuously on the No.3 hold. The Main Condenser was also found to be leaking. The vessel left Hango on the 14th July and on the run to London the Main Engine bearings showed signs of heat and Main Condenser continued to leak. During the stay at London the starboard boiler was scaled and Main Engine bearings were cleaned up.

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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 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 Members, or of any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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At sea on the 20th July the Main Condenser was opened up, 6 tubes were plugged and ferrules tightened up. Again at London on the 22nd September the port boiler was scaled and on the 30th November at Sunderland further Main Engine bearings were dealt with. At Veyle on the 7th December the examination of bearings was continued and at Hamina on the 25th December the Main Condenser was again examined, 6 tubes plugged and ferrules tightened up. The ballast pump was also re-cemented around the water end the defect stated to have been due to the grounding. The Main Condenser still continued to leak and at Kotla on the 31st December the starboard boiler was refilled with fresh water. On a voyage from Kotla to London the vessel had to be assisted by tugs to Great Yarmouth and thence to London in tow owing to defective steering gear. Further repairs were found necessary to the Main Engines and Condenser at London and the port boiler was again cleaned.

For full particulars please refer to the Ship's Log Book a translated official extract having been sighted by the undersigned.

On examination in the Government Graving Dock the following damage was noted with recommendations for permanent repairs.

FOUND:

RECOMMENDED:

Shell plating numbered from aft

No.2 keel plate set up.	To crop, part renew and part fair in place.
No.3 keel plate badly set up.	To renew.
No.4 keel plate badly set up.	To renew.
No.5 keel plate slightly set up.	To fair in place.
'A' 3 starboard side badly set up.	To renew in place.
'A' 4 starboard side badly set up.	To renew.
'A' 5 starboard side badly set up.	To renew.
'A' 6 starboard side slightly set up.	To remove, fair and refit.
'A' 7 starboard side badly set up and fractured.	To renew.
'A' 8 starboard side slightly set up.	To remove, fair and refit.
'A' 9 starboard side slightly set up.	To remove, fair and refit.
'B' 6 starboard side badly set up.	To renew.
'B' 7 starboard side slightly set up.	To remove, fair and refit.
'B' 8 starboard side badly set up.	To renew.
'B' 9 starboard side badly set up.	To renew.
'B' 10 starboard side slightly set up.	To remove, fair and refit.
'C' 6 starboard side indented.	To fair in place.
'C' 8 starboard side indented.	To fair in place.
'C' 9 starboard side indented.	To fair in place.
'C' 10 starboard side indented.	To fair in place.
'D' 14 starboard side badly set up.	To renew.
'E' 9 starboard side badly set in and fractured.	To renew.

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FOUND:

RECOMMENDED:

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|---|--|
| 'E' 10 starboard side badly set in and fractured.   | To renew.  |
| 'E' 11 starboard side set in and and fractured.   | To renew.  |
| 'E' 12 starboard side set in and fractured.   | To renew.  |
| 'F' 11 starboard side set in and fractured.   | To renew.  |
| Bilge keel port side part missing and part buckled.   | To part renew and part remove, fair and refit.   |
| Bilge keel starboard side part missing and part buckled.  | To part renew and part remove, fair and refit.   |
| 75 floors and shell angles in way above buckled.  | To crop and part renew.  |
| 23 shell frames in way badly buckled.   | To crop and part renew.  |
| 29 bilge brackets in way badly buckled.   | To renew.  |
| 'E' 10 port side set in and fractured.  | To renew.  |
| 'E' 11 port side set in & fractured.  | To renew.  |
| 'E' 12 port side set in & fractured.  | To renew.  |
| Tank top plating and shell connecting angle bar in way 'E' strake plating port and starboard sides buckled. | To crop and part renew plating and connecting angle bar.   |
| Aft deep tank forward bulkhead port and starboard sides buckled.  | To crop and part renew.  |
|   | Cement boxes to remove from deep tank, No.4 bilge wells, boiler room port and starboard and side tanks port and starboard. |
|   | Bottom cement to be renewed in tanks in way repairs.   |
|   | Tank top ceiling to remove in way damage for access and tank testing and to part renew.                                    |
|   | Tanks to be tested as per Rules on completion of repairs.  |
|   | Examination of Main Engines and part Auxiliaries.  |

The above recommendations were made with a view to the vessel being placed in as good condition as before the said damage was sustained.

The above permanent repairs have now been satisfactorily completed.



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The cost of the above permanent hull repairs with overtime was estimated at Drs.1.650.000 with 24 days in Drydock and 7 days afloat to complete.

The cost of cleaning out of double bottom tanks before and after repairs and re-connecting after repairs and tank testing with overtime was estimated at Drs.282.000 with 10 days to complete.

The cost of removing ceiling and refitting with part renewals was estimated at Drs.154.000 with 10 days to complete.

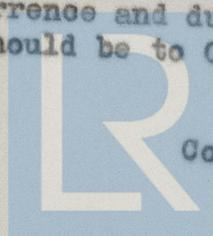
It is my opinion that the above hull damage could have been caused by the alleged grounding and it is considered that the increase in costs due to overtime would be 10% with 12 days less in Drydock to complete.

The following machinery repairs were found necessary after opening up:-

- Main Engine crank shaft main bearings remetalled.
- Main Engine HP, MP and LP piston rods machined, new neck bushes and new gland bushes fitted. Metallic packing renewed.
- Main Engine MP and LP slide valve rods machined, new neck bushes and new gland bushes fitted.
- Main Engine HP guide shoe remetalled.
- Main Engine HP bottom end remetalled. MP bottom end one half bearing remetalled.
- Main Engine HP eccentric straps remetalled.
- Main Engine MP slide valve face machined.
- Main Engine LP crosshead bearing top half renewed.
- Main Engine 9 holding down bolts renewed, all bolts hardened up and new chocks fitted.
- Main Engine thrust shaft journals and thrust collars machined. Bearings remetalled and thrust shoes, ahead faces remetalled.
- Thrust shaft and intermediate shafting re-aligned.
- Air pump (attached) bucket rod renewed and new liner fitted.
- Circulating pump (attached) bucket rod renewed.
- Feed pump plungers machined and new neck bushes and glands fitted.
- Bilge pump plungers machined and new neck bushes and glands fitted.
- Main condenser tubes remove, cleaned and tested. 850 tubes renewed. 2150 ferrules renewed.
- Auxiliary condenser tubes removed, cleaned and tested. 170 tubes renewed. 520 ferrules renewed. Fractured casing renewed.
- Ballast pump cylinder liners and bucket liners renewed. Piston and bucket rods machined. Pistons and buckets machined and new rings fitted. New neck bushes and glands fitted.
- Auxiliary circulating pump cylinder renewed and new pistons and rings fitted. Piston rod machined and new neck bush and gland fitted. Water end liners renewed and buckets machined and new rings fitted. New neck bushes and glands fitted. Sea connections examined.
- Windlass overhauled and 1 crank pin renewed.
- Mooring winch overhauled complete.
- Pumping arrangements valves examined complete.
- Steering engine new piston rings fitted.

The above repairs were carried out and the cost was estimated at Drs.773.000 which included the opening up of the machinery for examination.

It is my opinion that the above machinery damage could have been partly caused by the alleged occurrence and due to refloating and that 30% of the above costs should be to Owners account as wear and tear.



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The vessel drydocked on the 28th June and undocked on the 23rd July, 1956.

The vessel was last drydocked 2,55.

A reasonable time to complete the machinery repairs is estimated at 45 days. Machinery repairs were commenced on the 10th June and completed on the 26th July.

No Owners repairs were found necessary to the bottom during the drydocking period for the above repairs.

No.2 occurrence (Grounding 27th February, 1956 London-Copenhagen)

It was stated that the vessel left London on the 21st February, 1956 and on the 25th February proceeded on her voyage with the assistance of an ice breaker. On 27th February whilst the ice breaker had the vessel in tow, the tow ropes parted on two occasions and the vessel grounded. The main engines were manoeuvred without success and the vessel remained aground. The ice breaker damaged shell and bulwark plating on the port and starboard sides in attempting to free the vessel and the rudder was also damaged by the ice breaker. The vessel was eventually refloated the same day and proceeded to Copenhagen. The Chief Engineer reported a knock from the Main Engines during the grounding and on the 7th March before leaving Copenhagen found that the propeller was damaged.

For full particulars please refer to the Ship's Log Book a translated official extract of which has been sighted by the undersigned.

On examination in the Government Graving Dock the following damage was found with recommendations for permanent repairs.

FOUND:

RECOMMENDED:

(a) Damage due to grounding.

Shell plating numbered from forward

'A' 4 port side slightly set up.	To remove, fair and refit.
'A' 5 port side indented.	To fair in place.

(b) Damage sustained by Salvage Boat (refloating).

No.7 plate 1st strake above main sheer port side indented.	To fair in place.
No.10 plate 1st strake below main sheer port side indented.	To fair in place.
No.3 plate 2nd strake below main sheer starboard side wavy.	To remove, fair and refit.
No.4 plate 2nd strake below main sheer starboard side wavy.	To fair in place.
No.5 plate 2nd strake below main sheer strake starboard side indented.	To fair in place.
No.4 plate 3rd strake below main sheer strake indented.	To fair in place.
No.5 plate 3rd strake below main sheer strake starboard side indented.	To fair in place.

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FOUND:

No.3 plate forecastle sheer port side badly set in.

Bulwark plating fore well port side set in.

Bulwark plating aft well port side set in.

Poop deck sheer strake plates port side set in above deck.

Deck stringer plates in way port side buckled.

Forecastle sheer No.3 plate starboard side badly set in.

Bulwark plating starboard side fore well set in and fractured.

Bridge deck bulwark plating starboard side set in.

Bulwark plating aft well starboard side set in.

Rudder plate and arms distorted.

(c) Damage due to refloating operations

Propeller blades(4 bladed cast iron) part missing.

To renew propeller.

Screw Shaft to examine.

The above recommendations were made with a view to the vessel being placed in as good condition as before the said damage was sustained.

RECOMMENDED:

To crop and part renew.Cope iron to crop and part renew.

Deck connecting angle bar to crop and part renew.

To fair in place.13 bulwark stanchions to remove,fair and refit.

Bulwark rail to remove,fair and refit.

Bulwark plating to fair in place.13 bulwark stanchions to remove,fair and refit.

Bulwark rail to remove,fair and refit.

To fair in place.  
Cope iron in way to remove,fair and refit.

Deck connecting angle bar in way to crop and part renew.

To crop and part renew.

To crop and part renew.

Cope iron in way to crop,part remove,fair and refit.

Deck connecting angle bar to crop and part renew.

1 bulwark plate to renew.  
Remainder to fair in place.

Bulwark rail to remove,fair and refit.

13 bulwark stanchions to remove, fair and refit.

To fair in place.

3 bulwark stanchions to remove, fair and refit.

To fair in place.

11 bulwark stanchions to remove, fair and refit.

To remove to workshop fair and refit.

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The lignum vitae was renewed in the stern tube as it was found on examination to be disturbed and badly scored.

The above permanent repairs have now been satisfactorily completed.

The cost of the above permanent repairs was estimated as follows:-

(a) Damage due to grounding	Drs. 24.000
(b) Damage by Salvage Boat (refloating)	Drs. 273.000
(c) Damage due to refloating operations	Drs. 164.000

The time to complete the bottom repairs in Drydock was estimated at 7 days and 20 days afloat.

The vessel was converted to Oil Fuel burning during the period of the above repairs to Nos. 1 and 2 occurrences.

No. 3 occurrence (Grounding 6th June, 1956 Port Sudan to Piraeus)

It was stated that on the 6th June, 1956 on proceeding full speed dropping the Pilot on leaving Port Said, the vessel touched bottom. The engines were manoeuvred astern. The vessel was repaired immediately and the voyage to Piraeus was completed without further incident. Soundings throughout the vessel remained normal.

Work done:-

On examination in the Government Graving Dock no damage was found on the hull or to the machinery attributable to the above occurrence.

Damage Survey Fee	Drs. 8.450,00
Stamps	85,50 - 85,50

*D. C. Kone*

Surveyor to Lloyd's Register.



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