

S.S. "GALAXIAS"

DETAILS OF SURVEY.

Refer to our Damage Report No.945 dated 16th July,1966, and your letter Reference C. DNS/CB dated 19th August,1966.

In the above report, the following will be found:-

1. GROUNDING: No.2 D.B. tank full, stated empty before grounding.
2. F I R E: No.3 D.B. tank full, occurring after fire.

An explanation of these two points now follow.

1. When the ship reached this port on the 29th May,1966, all tanks and bilges were sounded in the usual manner and no difference in soundings noted when taken a second time. All log extracts were translated from Greek, by the Master and the soundingstaken by us were initially agreed upon by him. It was only after the boilers were shut down for repairs that he stated No.2 D.B. was empty prior to grounding. It was then agreed that this tank be pumped out when the boilers were again in commission so that we could determine if there was any leakage. Unfortunately before the boiler repairs were completed, the Engine Room caught fire and no opportunity then existed to use the pumps.
2. Regarding No.3 D.B. tank, again no opportunity existed to use the pumps and Classification was subsequently suspended.

From the above it will be seen that on both occasions, it was the Master's statements that we had to rely on and no opportunity was afforded to us to confirm the facts. Please note it was the starboard side tanks that were allegedly leaking, the portside tanks being dry.

At the time of commencing the towage survey and several times after soundings were taken and no apparent entry of water was noted. The soundings in these tanks were found to be just below tank top level. Due to the many months that have elapsed it seems unlikely that there was in fact leakage to start with, and there is always the possibility that these tanks were filled either inadvertently (or otherwise) by the ship's crew.

On the basis of the above, it was considered unnecessary to pump out these tanks (an almost impossible task here at present due to poor suction of Port fire float and non-availability of portable pumps).

No.2 port D.B. was subsequently filled and No.3 Port D.B. slightly thus reducing heel to approximately 2 to 3 degrees, (the port fire float developed overheating problems on its pump, preventing further pumping.

The following temporary repairs were effected in the Engine Room (starboard side):-

1. Forward in board box pillar welded to girder at top, where parted; 6" x 6" x $\frac{1}{2}$ " angle strut welded near top of pillar onto Engine stores flat girder (in way of solid pillar under) 6" x 6" x $\frac{1}{2}$ " angle welded between in board and out board pillar to prevent movement of former pillar in the event of buckling forces acting upon it.
2. 2 in number second deck beam have welded straps fitted (where fractured).
3. Heavy lifting beam above engine welded onto socket and supported by angle strap to prevent beam falling (sagged from fire damage) due to movement of ship.

Remainder of damaged structure in Engine Room considered efficient for intended towage.



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The following were effected for towage:-

- (a) All weather decks made water tight by the efficient closure of all openings such as hatchways, ventilators, air pipes, doorways etc.
(Note:- Damaged Engine Room sky light closed and covered by tarpaulins secured by cleats, wedges and ropes.)
- (b) All fittings such as derrick booms etc., securely lashed to prevent movement.
- (c) All valves in Engine Room closed tight and locked by means of tack welded strips of flat bar.

The following done at the request of the Tug Master:-

- i) Steering Gear secured by means of blocks and tackle, to enable steerage if required.
- ii) Turning gear in Engine Room engaged to prevent movement of shaft. He preferred this to disconnecting shaft from Main Engine.

The Tug Master stated that he was satisfied with the condition of the ship, and said the slight list to starboard was acceptable. The disclaimer regarding the Marine growth was conveyed to him prior to issue of the certificate and he stated that he considered a towage speed of 5 knots or slightly more was contemplated.

For Lloyds Register of Shipping,



SURVEYOR.

CF/pvr:



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