

19. AUG. 1964

Ship's Name SS/MS

"STAMATIS"

Gross tons 7290

Is there a rpt. 9?

Yes

Port KOBE

Rpt. No. 13282

No. of visits

2

First date 17th Aug., 1964

Last date 19th Aug., 1964

Interim Cert. issued Yes,

Damage rpt. issued

& copy herewith? B-106553

& copy herewith? No

Last rpt. (H.Q. only)

Date of

completing rpt. 29th Aug., 1964

Surveyed at, if different from Port above Mukaishima

Surveyed afloat

and/or in D.D. Both

Last date of examination in D.D. 19/8/64

Has a Load Line

Survey been held? No

Freeboard Marks verified

No

State which additional Rpt. 8 is attached: (Hull); (PS); (PA); (PA); (PA); (PA); (PA)

Survey fees £5 10-10-0 Damage fee £10-0-0 Expenses £2-10-0

S.A. fee

I have surveyed the above ship in accordance with the Rules for Docking and Damage stated to have been caused by (1) grounding in River Plate, Argentina, on the 22nd & 23rd June, 1961, (2) refloating in connection with Damage (1), (3) contact with pier wall at Port of Febu on the 11th February, 1964, and (4) cause and dates unknown.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. At Owners' request, shell plating, sternframe and rudder examined only to ascertain condition of hull and to make recommendations for repairs to hull damages.

Found and Recommended:1) Keel Plates (Numbered from forward).

No.6 set up - to renew.

No.7 indented - to fair in place.

No.14 set up - to crop and part renew approx. 3 metres.

Bottom Shell (Numbered from forward)

(Port) A-5 indented - to fair in place.

A-8 set up - to crop and part renew approx. 5 metres at forward end.

B-5 set up - to crop and part renew approx. 3 metres at after end.

B-6 set up - to crop and part renew approx. 3 metres at forward end.

B-8 indented - to fair in place.

(Starb'd) A-5 set up - to renew.

A-6 set up - to renew.

A-8 set up - to crop and part renew approx. 3 metres at after end - remainder fair in place.

Cont'd/-

I recommend that this ship remain as classed with/without fresh record of dry docking 8,64 subject to the set in and indented shell plates B1 & 2, C1, D2 & 3, E1, 2, 3, 4, F1, 2, 3, 4, 8, 9, 10 & 11, G4, 9, 10, 11 & 12, H11 (p.s. from fw'd), E4 & 5, F4, 5, 6, 7, 8, 9, 10 & 11, G7, 8, 9, 10, 11 & 12 (s.s. from fw'd), also to the amended set up and indented shell plates keel Nos. 3, 4, 6, 7, 14 (from fw'd), A2, 3, 5 & 8, B5, 6 & 8 (p.s. from fw'd), A2, 3, 5, 6, 8, 9, 10, 11 & 13, B9, 10, 11 & 12 (s.s. from fw'd) being further examined and dealt with as necessary by Completion of Special Survey, also to other outstanding condition of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

TUESDAY 20 OCT 1964

L. Brewer

ho

Minute

Deferred for comp SS (until 7.64)

SS 8.64 subject (h)

Write down (P) (Further postponement of SS until arrival in U.K.)

ALSO FOR JCH

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

013632-013638-0241 1/3

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition is considered to be acceptable until the due

- A-9 set up - to crop and part renew approx. 5 metres at after end.
- A-10 set up - to crop and part renew approx. 3 metres at forward end.
- A-11 set up - to crop and part renew approx. 4 metres at forward end - remainder fair in place.
- A-13 indented - to fair in place.
- B-9 set up - to crop and part renew approx. 5 metres at after end.
- B-10 set up - to crop and part renew approx. 3 metres at forward end.
- B-11 set up - to crop and part renew approx. 3 metres at after end.
- B-12 set up - to crop and part renew approx. 1½ metres at forward end.

Bilge keel

- (Port) Approx. 6 metres heavily buckled, bilge keel at fore end to crop and part renew.
- (Stbd) Approx. 5 metres missing bilge keel at after end to renew - remainder to fair in place locally in places.

Internals in way to be dealt with as necessary.

2) Keel Plates (Numbered from forward)

No.3 set up - to renew.

No.4 set up - to renew.

Bottom Shell (numbered from forward)

- (Port) A-2 indented - to fair in place.

A-3 set up - to renew.

- (Stbd) A-2 indented - to fair in place.

A-3 set up - to renew.

Internals in way to be dealt with as necessary.

All double bottom tanks affected - to clean for repairs and afterwards pressure tested.

3) Side Shell (numbered from forward)

- (Port) F10 set in - to renew.

F11 set in - to crop and part renew approx. 1 metre at fw'd end.

G11 set in - to renew.

G12 set in - to crop and part renew approx. 1 metre at fw'd end.

H11 set in - to renew.

Internals in way to be dealt with as necessary.

Midship deep tank to pressure test on completion of repairs. Repairs in way of Engine Room and Hold to hose test.

4) Side Shell (numbered from forward)

Port:

- (a) B-1 indented - to crop and part renew 1 metre.

B-2 indented - to crop and part renew 1 metre.

C-1 indented - to crop and part renew 1 metre.

D-2 indented - to crop and part renew 1 metre.

D-3 indented - To crop and part renew 1 metre.

E-1 indented - to crop and part renew 1 metre.

E-2 indented - to crop and part renew 1 metre.

F-1 indented - to crop and part renew 1 metre.

F-2 indented - to crop and part renew 1 metre.

- (b) E-3 set in - to renew.

E-4 set in - to crop and part renew half length of plate.

F-3 set in - to renew.

Cont'd/-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					

-Repairs Deferred



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Foundation

Ship's Name SS/M~~S~~

"STAMATIS"

Port KOBE

Rpt. No. 13282

(b) Continued

F-4 set in - to renew.

G-4 set in - to renew.

(c) F-8 set in - to renew.

F-9 set in - to renew.

G-9 set in - to renew.

G-10 set in - to renew.

(Starboard)

(d) E-4 set in - to crop and part renew 2 metres.

E-5 set in - to crop and part renew 4 metres.

F-4 set in - to crop and part renew 2 metres.

F-5 set in - to crop and part renew 4 metres.

(e) F-6 set in - to crop and part renew 2½ metres.

F-7 set in - to renew.

F-8 set in - to crop and part renew 1 metre.

G-7 set in - to crop and part renew 2½ metre.

G-8 set in - to renew.

G-9 set in - to crop and part renew 1 metre.

(f) F-8 set in - to crop and part renew 1 metre.

F-9 set in - to renew.

F-10 set in - to crop and part renew 1 metre.

G-9 set in - to crop and part renew 1 metre.

G-10 set in - to renew.

G-11 set in - to crop and part renew 1 metre.

(g) F-10 set in - to crop and part renew 4 metres.

F-11 set in - to renew.

G-11 set in - to crop and part renew 4 metres.

G-12 set in - to renew.

Internals in way to be dealt with as necessary.

Fore peak tank and midship deep tank to be pressure tested on completion of repairs. Shell plating clear of tanks to be hose tested.

A separate damage report has been made by the agents of the Salvage Association and the aforementioned recommendations agreed upon.

NOTE:- In connection with Damage (1) and (2), it was noted that the above recommendations included those of a previous Damage Report made in April 1962. (Ref. Nagasaki No. LA-9738).

In consequence to the above survey, it is submitted that the damaged side shell plates noted above be examined and dealt with as necessary by Completion of the Special Survey, also to the amended damaged bottom shell plates being dealt with by Completion of Special Survey.

DockingWear and Tear Repairs:Bottom Shell Plating:

Approx. 10 metres corroded shell seams and butts cleaned out and built up by electric welding.

Rudder:

7 in number, minor fractures in starboard side plate, veed out and elect.welded.

S.R.L.

1) Set up bottom plating in A, B and D strakes (P. & S.) and keel plating in way (fw'd and amid.) to be specially examined and dealt with as necessary next dry docking.

Same specially examined this time and recommendation amended. (Damage to 'D' strake of very minor nature and can be deleted from the Condition. Repairs further deferred.

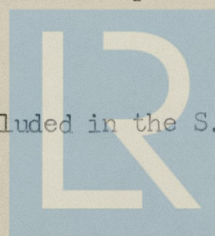
2) Fore mast and main mast shrouds to renew to Special Survey.

Same not dealt with at this time.

S.R.L. Appendix:

Shell plate A4 (s.s.a.) indented.

This item may be deleted as it is included in the S.R.L. items.



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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS/

"STAMATIS"

S.S. (-) Due -

Port

Kobe

Rpt. No.

132842

	<u>Examined & condition</u>	<u>Examined & condition</u>
In dry dock from	19/8/64	* Air & sounding pipes
" " " to	20/8/64	Doublers under " "
Shell plating	Efficient	Steering arrangements (main)
Sternframe	Efficient	" " (aux)
Rudder	Efficient	Windlass
Was rudder lifted?	No	Masts & rigging
Plating, etc. in way of shell openings	Efficient	Hand pumps & suction
Side scuttles & deadlights		W.T. doors
Overbd. scuppers & discharges		Bulwarks, freeing ports, etc.
F.P. spaces		
Chain locker		Summer freeboard as verified
A.P. spaces		
Engine space		
Boiler space		
Under E. & B.		
Coal bunker		
Tunnel & well		
Cement, asphalt, etc., on btm. shell		
Weather decks		
* Casings		
* Deckhouses		
* Superstructures		
* Skylights		
* Companionways		
* Hatchways		
* Ventilators		
Other items:		

EQUIPMENT:

Equipment letter

Fee ltr., if diff. from eqpt. ltr.

Anchors: No. on board

Cables	State if ranged	No
	Length on board	
	Mean dias. range from	to
	Rule length	Dia.
	Mooring ropes	

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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