

COPY

Istanbul

March 24th 1921.

This is to certify that

H A L C O L M M O L A R D

the undersigned Surveyor to this Society did at the request of the Master and Owners Agents, appointed by Messrs. J.W. Whittall & Co. Ltd., Lloyd's Agents, proceed, on the 23rd instant, on board the Greek screw steamer "ANDRANIK" of Pivassos, No. 63986 in the Register Book, whilst lying afloat off the Bay of Buyukdere, upper Bosphorus, for the purpose of ascertaining the nature and extent of damage, stated to have been sustained through vessel stranding at about eleven miles west of Rumeli Light, Black Sea, whilst on a voyage from Varna to Antwerp, during foggy weather, which was stated to have ~~been~~ occurred at about 8 a.m. on the 16th instant, remaining aground until the 23rd instant, when she was refloated at about 6 a.m., with the assistance of Salvage Steamers, and towed to Buyukdere Bay, upper Bosphorus, where she is now lying, and where she arrived on the 23rd instant, for full particulars see log book, and report as follows:-

On proceeding on board vessel was found to be making water in several places, and the damage was found to be situated at the Rudder, Stern post, Stern frame, and vessel's bottom fore and aft, mainly in way of Engine room space, stowhold, and Nos. 1 & 2 hold;

./.

James C.



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W682-035213



Sheet No. 2 (Cont.)

3/13" ANDREAS K."

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Port Istanbul,

March 24th 1931.

A preliminary examination of the vessel now made, whilst afloat, and as far as could be ascertained the following damages were found:-

Rudder broken from flange of blade and carried away;

Stem frame broken under top gudgeon and carried away;

Starboard Side:

Handrailing and stanchions on forecastle deck, about 20 ft., carried away;

Four bulwark stanchions on after deck, badly buckled;

Bridge deck, wind screen and rail at corner, badly

damaged;

One bulwark door buckled and twisted, aft;

About 30 ft., of bulwark plating, aft, buckled;

Two wire stays from funnel to bulwark, carried away;

One accommodation ladder, port side, damaged;

In way of Stokhold and Engine Room:-

A number of pillars set up and badly buckled;

Longitudinal bulkheads of side bunkers, set up and buckled;

Cross bunkers bulkhead buckled, and door broken;

Floors in way of stokhold and under boilers set up and buckled;

Tank top buckled in several places;

Engines and auxiliaries, worked during the first day of stranding, stated to have been heated and functioning badly.

Ropes and windlass, stated to have been badly strained, during the refloating operations.

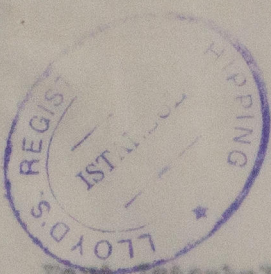
Wm. D.



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S/S "ANDREW I."

COPY.

Port Istanbul.

March 24th 1931.

In view of the above examination, and after due consideration I am of the opinion that vessel should be discharged ^{and} and dry docked at this port, for further examination and be temporarily repaired for the voyage to a port abroad, in ballast, where she should be further examined and permanently repaired.

A further examination should be made in dry dock, after the discharge of cargo now on board, when a final report and/or certificate will be issued.

M. McLaren

(Signed) M. McLaren

Surveyor to Lloyd's Register

Istanbul



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