



S/S "ANDREAS K."

COPY

Continuation of my report dated Istanbul May 25th 1931.

Port, Istanbul,

June 1st 1931.

June 8th 1931

Further to my report of survey and recommendations for temporary repairs, of the 25th May 1931, the following is a detailed report of temporary repairs necessary to enable the vessel to proceed to a U.K. or Continent repair port, in ballast and under towage:-

TEMPORARY REPAIRS

Bulkhead at After end of No.1 hold:-

All loose and/or slack rivets and seams to be caulked and made tight, and bilges at first space on either side of bulkhead be filled in with cement level with tank top.

Stokehold Bulkhead:-

Stokehold bulkhead to be cement backed right across the bulkhead, to be built up on tank top at either side of bulkhead, dimensions:- about- 45'0" x 330" x 3'0";

One damaged watertight door to be caulked up and made tight;

One broken watertight door to be removed complete and plated up by means of 1/2" bolted plate patch;

All broken sounding and air pipes on this bulkhead to be temporarily repaired;

All loose rivets in bulkhead plating to be replaced by bolts, and seams to be made tight by caulking, as may be found necessary;

Engine Room Bulkhead:-

All loose rivets and sprung seams to be caulked, and bilges be cemented up level with tank top at spaces adjacent to bulkhead wing plates on either sides.

*James*



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Sheet No.2 (Cont.)

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Port Istanbul,

June 24th 1937.

Bulkhead between Nos.3 & 4 holds:-

All loose rivets and sprung seams to be caulked, and missing rivets to be replaced by bolts; Bilges to cement up level with tank top at spaces adjacent to damaged wing plates on either side.

Engine Room Tank top plating:-

Three fractures on tank top plating to be covered with bolted plate patches and cement boxed; Started seams and rivets to be caulked.

Stokehold Tank top:-

Loose rivets to be replaced by bolts and started seams to be made tight by caulking.

On completion of repair tank top plating to be shored down solidly by 6"x6" shores from existing stokehold beam. Shores to be pitched 6'0" and be braced together as necessary, and the tank top plating where damaged to be cemented over to a uniform thickness of 6".

Cross Bunker:-

Two large holes in tank top plating to be closed by bolted plate patches. All loose rivets to be replaced by bolts and started seams to be made tight by wedging and caulking.

Tank top plating to be solidly shored down from tween deck beams by wood shores 6"x6". Shores to be pitched 6'0" at every second beam and be wedged solidly top and bottom and braced as may be found necessary.

On completion, tank top plating to be cemented over, at damaged parts, to a uniform thickness of 6".

Tank top plating, No.3 Hold:-

All loose rivets to be replaced by bolts and started seams to be made tight by caulking, as necessary. plating to be cemented all over, at damaged parts, to a uniform thickness of 6".

Hatchhole Doors:-

All doors to be removed for access to tanks and afterwards rejoin and put in order.

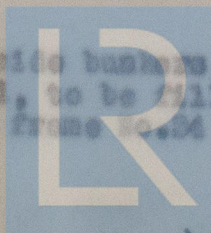
Tank Testing:-

All tanks to be tested under pressure, on completion of repairs to my satisfaction. Bulkheads to be hose tested and proved tight.

Bilges:-

Bilge spaces in way of side bunkers, cross bunkers and No.3 hold, port and starboard, to be filled up solid with cement level with tank top, from frame No.24 to 123.

*James*



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Sheet No.5 (Cont.)-

S/S "ANDREAS K."

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Port Istanbul,

June 1st 1931.  
June 8th 1931.

Tank & Bilge Piping:-

All tank and bilge suction pipes, sounding and air pipes to be overhauled temporarily repaired as found necessary and tested.

- Tank and bilge suction boxes to overhaul;
- Bilge suction manifold to put in order;
- Ballast pump to be put in working order;
- All strum boxes to overhaul and put in order;

Main Boilers:-

To be shored up solidly from ships side and boilers be properly wedged at centres and left secure.

After Peak:-

To be cemented up, above stern tube to about 12" thick;

Cementing in Tanks:-

Tanks Nos.1,2,5, & 6, Engine room tank to be cemented at damaged parts up to a thickness of from 6" to 12";  
Stokehold tank end plates to cement up on either side at fore and after ends of tank, and the tank end plates to be made watertight. All spaces in this tank, port and starboard, to be cemented up for a uniform depth of 12" and two shores 6"x6" to be fitted at each space.

Funnel:-

Funnel guys to be temporarily set up and funnel be properly secured.

Spare Anchor:-

Spare anchor to be securely lashed on fore deck.

Deep Cement:-

Cement to be wood pinned as far as possible to permit of its being easily broken out.

Fore Mast:-

Fore mast sprung to be sent down and all gear lashed on deck.

A final report will be issued on completion of the above temporary repairs.

*James S. Soren*  
SURVEYOR

to  
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