

COPY.

Lloyd's Register of Shipping.



Port GIBRALTAR.

January 11th, 1929.

This is to Certify that

W. J. Matthews,

the undersigned Surveyor to this Society ~~did at the request of~~

appointed by Consular Warrant of Mr. L. J. Imossi, Consul for Greece at this City, Messrs: Gaeret, Imossi Ltd., Agents, also by consent of the Master, Capt: N. Phocas, did survey the Greek S.S. "IOANNIS" 4207 tons gross of Argostoli, this day whilst afloat at the Detached Mole, Gibraltar and subsequently in drydock in order to ascertain the extent of damage this vessel sustained by grounding on the Morocco Coast on Nov. 7th 1928, and subsequently during salvage operations up to Jan. 9th, 1929. Also to recommend such permanent or temporary repairs as might be found necessary to enable this vessel to be reclassified or refloated for towage to a repair or "breaking up" port.

I found and recommended as follows:-

After discharging her damaged cargo, the vessel entered drydock on January 12th 1929, some delay was caused in pumping down owing to the necessity of getting the vessel upright from a list to port.

Before docking it was noticed that this vessel was slightly hogged from the fore end of No. 3 hold aft and the stern half was set to port. The latter fault corrected to some extent when the vessel finally rested on the blocks.

DAMAGE.

The whole of the bottom plating and all floors in way from collision bulkhead to the after peak tank corrugated, set up, holed in places and having severe damage under No. 3 hold, where for 20 ft. or more fore and aft, the bottom is set up about 3 ft. to 6 ft. from starboard side to port side respectively, the latter part of the damage was holed right through tank top and margin plates. Coincident with this bottom damage the shell plating each side up to main deck level was badly buckled. At this point the thrust bearing (broken) thrust and propeller shafting has been set up. Bilge keels each side torn off or pressed into bilge plating throughout length.

(Continued).

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

DAMAGE. (Contd).

Severe indentation 30 ft. x 6 ft. x 2 ft. 6 ins. abreast starboard bilge No. 2 hold destroying all bilge brackets and margin plate in way.

Tank tops in all holds show distortion in varying degrees.

Engines and boilers are also slightly set up.

A number of hold pillars are bent, tunnel sides buckled, hatch coamings are disturbed and main deck has distortion partly due to hogging aft and in other places due to swelling cargo after flooding.

The Salvors had burnt a number of holes in shell and bulkhead plates for hoses and pumping arrangements.

Sundry damage to bulwarks, stanchions, guard rails, mooring hawse pipes, fairleads, deck steam and exhaust pipes due to heavy weather whilst aground and during salvage operations.

The vessel's moorings parted during the night of 8th/9th January 1929 and the vessel's stem came in contact with the Detached Mole. The following damage was caused thereby :-

The stem and adjacent stem plates from the 20 ft. mark down bent over to starboard about 9", crippling No. 1 frame in way, six plates, three each side sharply bent and buckled.

Owing to shortage of men and inability to allow the dry dock to be occupied for a long period H.M. Dockyard cannot entertain permanent repairs at Gibraltar.

As the vessel must be towed away from Gibraltar for the execution of permanent repairs or for breaking up as may be decided, the following temporary repairs will be necessary before undocking :-

Upwards of 4000 ft. run of caulking seams, butts and rivets. Thin (3/16" to 1/4") shaped patch plates to be electrically welded over fractures. Rivets, where broken or missing, to be replaced by bolts.

To strengthen the severe damage under No. 3 fit a number of fore and aft stiffeners in suitable angle T or channel bar lengths bridging the recess at spaces from side to side, using scrap or odd plating to seal up the hole on the starboard side formerly covered by the salvor's shield. The plating in the vicinity to be well backed by cement and concrete.

Endeavour to avoid having to effect any repairs inside the double bottom tanks owing to the expense involved in clearing the double bottom of grain.

Clean out all bilges, apply cement in the margins as necessary. Overhaul and clean all hold bilge pipes and connections, ballast and bilge pumps to be made efficient.

One main boiler and feed pump to be cleaned, overhauled and tested on all bilge lines to my satisfaction.

Windlass, steering engine and gear to be placed in good working order and tested.

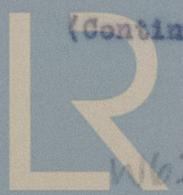
All hatches, ventilators and deck openings to be satisfactorily covered, battens, cleats and fastenings to be placed in safe condition.

Patch plates to be fitted over holes in shell and W.T. bulkheads.

Collision bulkhead to be examined and if necessary cement cofferdam to be fitted in way of stem damage and at foot of bulkhead.

Tank tops to be dealt with as may be found necessary during the repairs and tests on refloating.

(Continued)



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Lloyd's Register
Foundation

S.S. "IOANNIS"

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As in previous cases where the vessel's longitudinal strength has been weakened and form is likely to alter when water borne, the dock is only to be partially flooded and a thorough examination made and such additional repairs effected as may be necessary before undocking.

All loose spar ceiling, limber boards and shifting boards to be properly stowed and secured in the holds.

W. J. Matthews.
W. J. MATTHEWS.
SHIP & ENGINEER SURVEYOR
TO LLOYD'S REGISTER.



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