

XXXXXXX 613457

R E P O R T

THIS IS TO CERTIFY THAT

The undersigned

Alexander I. Philippou
did survey upon the request of G.A. Vourlis Esq., Lloyd's
Agent, Syra, and with the consent of the Owner attended on
board the

M.V. "RICHMOND"

whilst lying on the slipway at Syra on the 28th September
1964 and subsequently, for the purpose of ascertaining the
nature and extent of damages stated to have been sustained
as follows :

Damage 1 : On the 20th August 1964 during mooring by stern
at the port of Mykonos a rope was taken by the port propeller
and wound around; due to this it was impossible to farther
properly manoeuvre the vessel, which, contributing also the
inadequate space left between other vessels for mooring,
fell on the chain cables of the moored wood m.v. "Aghios
Eleftherios".

Damage 2 : On the 22nd September 1964, while the vessel was
manoeuvring at the pier of Delos island, and due to severe
wind, the stern touched the bottom.

Damage 3 : On the 27th September 1964, while the vessel was
being taken out on the slipway at Syra island, improper wed-
ging resulted in to damaging the echo-sounder housing and
the sea injections port side.

For farther particulars please see ship's log books.

Upon examination by the undersigned the following damage
was noted and repairs recommended without prejudice to the
terms and conditions of insurance.

FOUND

Damages 1 & 2

Port propeller, one blade broken and two blades severely bent.

Starboard propeller, all three blades severely bent.

Port V bracket out of alignment.

Port and starboard rubber bearings in V brackets worn.

Port tailshaft grooved in way of aft end of sternbush and in way of V bracket rubber bearing (tailshaft 70mm. diameter throughout the whole length of 6.30 metres)

Starboard tailshaft bent aft of V bracket bearing.

~~Port~~ ^{Stbd} intermediate shaft grooved in way of R.R. bulkhead bush and bent (5.30 m. long 70 mm. diameter).

Port and starboard sternbushes white metal broken throughout and fastenings of bushes loose (total 16 - 5/8" studs).

Port and starboard sternbush connections to hull bossings loose, wood of bossings torn in way of stud holes and further forward split through.

RECOMMENDED

To renew.

To renew.

To release bracket from hull, fit necessary inserts, renew fastenings and realign.

To renew.

To renew.

To fair cold.

To renew.

To remetal bushes and renew fastenings.

To cut away face of p & s bossing clear of stud holes, manufacture and fit bronze flange, 5/8" thick, with 6 - 5/8" studs and attach sterntube on same. Manufacture and fit at p & s bossing a bronze shaped ring, with 6 - 5/8" bolts, to tighten up bossing to hull.

On E.R. bulkhead starboard bush white metal and stuffing box worn; bush flange loose on wood bulkhead. (8 - 5/8" studs).

To remetal bush and renew stuffing box; to remove bush flange, crop and renew bulkhead in way and refit; to renew fastenings.

Reversing gear and clutch of port engine, 3 ball bearings worn.

To renew.

Further to opening up the port clutch, the starboard one and the port and starboard reduction gears were opened up, examined and found in good condition. For accessibility to the above repairs both rudders had to be removed, the E.R. bilges cleaned, a fuel tank in way of the aft E.R. bulkhead to be cleaned and gas freed and its bottom at sides, near the intermediate shaft bulkhead bushes, cropped and rewelded after completion of repairs. Both tailshafts and engine clutches to be aligned.

Damage 3

Echo sounder bottom wood bossing severely set in.

To renew.

Fastenings of three sea injections port side loose (12 - 1/2" bolts).

To release, renew fastenings and refit.

The vessel entered the slipway at Syra on the 27th September 1964 and refloated on the 16th October 1964.

All the above recommended repairs were now carried out to my satisfaction except for the renewal of the ^{port} intermediate ^{shaft} and tailshaft which, it is stated by the Owner, will be ordered abroad.

Both propellers now supplied are the spare ones and new spare propellers will be ordered by the Owner. The V bracket rubber bearings were provided from the ship's spares.

As the Owner did not wish to use the echo sounder any longer, instead of fitting a new wood bossing, the shell opening was blanked off with a bronze flange 16" dia. 5/8" thick, fastened with 2 - 5/8" studs.

The estimated cost of the above repairs, excluding the supply of the port intermediate and tailshaft and both propellers ~~xxx~~ and V bracket rubber bushes is, for damages 1 & 2 sixty thou-

send drachmas (60000 drs) and for damage 3 five thousand drachmas (3000 drs).

The time required in drydock is estimated to 15 days for all repairs to be completed.

Due to the fact that both damages 1 and 2 concern the stern-gear of the vessel, it is impossible to assess, either by examination or by the available information, what part of the gear, if any, was affected by the alleged damages 1 and 2 separately. However the damages 1 and 2 together, and the damage 3, are, in my opinion, reasonably consistent with the stated cause.

The foregoing recommendations and effected repairs were made with a view of placing the hull and machinery of the vessel in the same good and efficient condition as before the alleged casualties occurred.

The Surveyor



RECEIPT

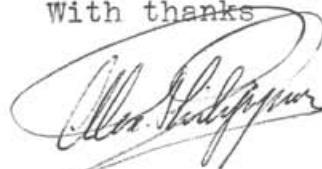
28th October 1964

m.v. RICHMOND

Received from G.A. Vourlis Esq, Lloyd's Agent, Syra,
for the Survey Fees and Expenses relating to the above
named vessel ;

Fees	£ 35
<u>Expenses</u>	<u>11</u>
Total	46

With thanks



Alex. I. Philippou

1st February 1965

G. Vourlis Esq.
Syra

Dear Sir,

m.v. "Richmond"
Following the request of Messrs N. Canel-
lopoulos & C. Adamandiadis I have approached different
firms regarding the supply and fitting of the items,
which were not completed in Syra in October last.

Their offers sum up as follows:

Vessel to be drawn on slipway for 3 days and refloated	12000	drs
Supply of two propellers by Messrs J. Thornycroft, Southampton, C. I. F. Piraeus	34000	"
Supply of a tailshaft of "Monel K" ma- terial from a U.S.A. source	70000	"
Supply of an intermediate shaft	5000	"
Supply of two rubber bearings	2000	"
Machining of tailshaft, fitting of intermediate and tailshaft & aligning	8000	"
	<u>Total</u>	<u>131000</u>

Hoping that the above offers will be readily approved.

Yours faithfully



Prices are reasonable except for tailshaft, for which no opinion
can be expressed at this stage as Monel material prices
are not known locally.

2nd February 1965
[Signature]