

CONSTANTINE A. PHILIPPOU

B. Sc. - C. Eng. - F. I. MAR. E.

NAVAL ARCHITECT & MARINE ENGINEER

SURVEYOR

SHIP DESIGN AND SUPERVISION

1976

8, HARILAOU TRIKOUPI STREET

PIRAEUS (10)

TELEX 21-3120 AIL GR

TEL. 4525156

4522992

4522926

6420226 (A. O. H)

YOUR REF.
OUR

DATE

REPORT

This is to certify that the undersigned, upon request of Messrs International Chartering & Shipping Co Ltd, Piraeus, attended at Jeddah, Saudi Arabia, from 7th to 11th November 1976 with the purpose of estimating the damage sustained by the

m.v. "SEA VICTORY"

of Limassol, 423 g.r.t.

when in collision with the m.t. "STAKARA" of Piraeus, 17485 g.r.t. on 17th October 1976, within the inner anchorage of the harbour of Jeddah.

The m.v. "SEA VICTORY" was found sunk and lying on her port side at position lat. $21^{\circ}27'51''$ long $39^{\circ}9'28''$. This position corresponds to the sides of a shallow sand bank and thus the vessel's bow protrudes out of the water, whilst the aft end is in deep water. The holds are full of cargo, apparently timber, but the stated deck timber cargo is missing.

From information made available to us it appears that the port side shell is heavily indented in position 16 metres forward of stern, 2 metres above bilge keel in way of No 2 hatch and shell rivetted seam in way split open 2 metres by 20 cm.; port side lifeboat crushed; No 3 hatch tarpaulin, hatch boards and beams displaced, boards missing. All spaces, machinery and equipment found flooded.

The description of the vessel, her machinery and equipment is as follows:

Length over all	55,05 m.
Length between perpendic.	48,45 m.
Breadth moulded	8,45 m.
Depth to upper deck	5,35 m.
Draught	3,50 m.

The vessel has one hold served by two hatches and equipped with three 2-ton derricks with three diesel driven winches (for details see attached plan).

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Main engine :

Mak, Type MaU 423
500 BHP, 355 rpm, 8 cylinders
with M.E. driven S.W. and bilge
pumps and air compressor and F.W.
and L.O. coolers

Auxiliary engines :

a) KHD, Type F2M 414
18 BHP, 1200 rpm, driving a ballast
pump, air compressor and a 5 kW
generator

b) Lister, Type SR 215, 10 BHP, 1500
rpm, driving a 5,5 kW generator

In the engine room also are included :

Three air receivers, a motor driven oil pump, a motor driven
F.W. pump, a motor driven domestic pump, an electrical switch-
board, batteries, a boiler for heating accomodation, a domestic
electric water heater and two hydrophones

On deck are installed :

- a) Windlass driven by a Deutz diesel engine
- b) Three cargo winches Hatlapa, driven by Deutz diesel engines
- c) Capstan, hand driven

Bridge equipment includes:

- a) Radiotelephone - Hagenuk
- b) VHF - Hagenuk
- c) Auto receiver 2182 - Hagenuk
- d) Auto alarm - Hagenuk
- e) Auto pilot - Sharp
- f) Radar - Kelvin Hughes 24 miles
- g) R.D.F. - Hagenuk
- h) Echo sounder - Echolod
- i) Main engine remote controls and telegraph
- j) Two Magnetic compasses

If the vessel were to be salvaged, all machinery should be
opened up upon refloating and preserved to avoid corrosion.
As no facilities exist in Jeddah to effect this work, a repair
team should be flown out for this purpose.

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On the basis of the above our estimate for the cost of repairs of the vessel in a Mediterranean port, renewals and supplies, is as follows, excluding the following :

Salvage operations

Removal of cargo

Temporary repairs to allow vessel to proceed on tow

Towage to a Mediterranean port

General expenses

1)	Machinery opening up for preservation at Jeddah	§ 15000
2)	Main and auxiliary engines overhaul	35000
3)	Electrical installation repairs and renewals	30000
4)	Deck machinery overhaul	8000
5)	Steel repairs	20000
6)	Hold and tank cleaning	5000
7)	Accomodation repairs, renewals, linings, furniture, equipment	20000
8)	Bridge equipment	12000
9)	No 2 hatch beams and covers	5000
10)	Lifeboat renewal	2500
11)	Painting	6000
12)	Tailshaft drawing	2000
13)	Rigging overhaul	4000
14)	Safety equipment repairs/renewals	5000
15)	Wires, ropes	3000
16)	Deck and engine stores and spares	7000
17)	Navigational portable aids, books, maps	4000
18)	Linen and galley equipment	3000
19)	Drydocking 10 days	6000

§ 192500

Say § 200000

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Regarding the costs not accounted for above, these are estimated as follows :

Salvage operations, on the basis of a tender from Ulrich Harms, Hamburg	350000
Removal of cargo	5000
Temporary repairs and preparations for towage	15000
Towage to Mediterranean	30000
General expenses during temporary and permanent repairs	25000
Surveyor's fees	12000
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	437000

Grand estimate total \$ 637000

The Surveyor