

DL 13 DEC 1952

LLOYD'S REGISTER OF SHIPPING

PORT Bremen,

17th October, 1952

WITHOUT PREJUDICE

16017

THIS IS TO CERTIFY THAT

W.A.Allan and A.Holtz

DESIGNED SURVEYORS TO THIS SOCIETY DID AT THE REQUEST OF

the Owners' Representative and Mr. T. Burton, Lloyd's Subagent  
at Bremen on behalf of the Underwriters concerned, with the consent  
of the Owners attend on board the steel sc. "JAG VIJAY", 7125 Tons Gross,  
as she lay in drydock and afloat at Bremerhaven on 12th Aug. 52  
and subsequently for the purpose of ascertaining the nature and extent  
of the damage alleged sustained:-

- a) by grounding near Perim Island Lighthouse on 21st June, 1951  
whilst she was proceeding to berth Bhavnagar, loaded with  
a cargo of coal from Calcutta,
- b) by refloating after the above grounding under her own power  
on 21st June, 1951
- c) by fire, first in No. 5 cargo hold on 8th June, 1952,  
and subsequently in No. 4 cargo hold, on 14th June, 1952 and  
further in No. 2 cargo hold on 19th June, 1952, in No. 1  
cargo hold on 22nd June, 1952 and in No. 3 cargo hold on 25th  
June, 1952, whilst on voyage from Calcutta via Bombay to  
Bhavnagar loaded with a cargo of about 8837 Tons of steam  
coal disposed in five holds and tweendeck and final explosion  
in the hold No. 4 on 22nd June, 1952 in the Port of Bhavnagar.
- d) by water in fighting the above fire,
- e) by striking mooring buoys in Calcutta river on 18th October,  
1951, off King Georg Dock and by contact with a mooring boat

Present at the Survey:-

Mr. J.M. Langhavi, Owners' Representative,  
Mr. Mc. Bain,  
The undersigned Surveyors.

Dimensions metric

Damage A

RECOMMENDED:-

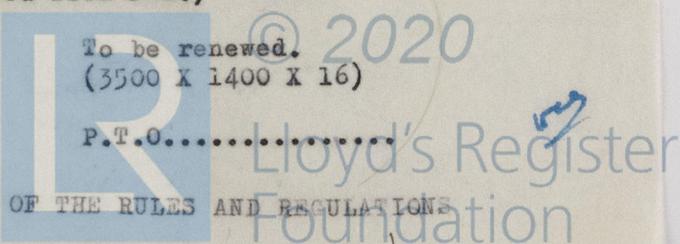
(all plates are numbered from Fwd.)

Plate FK 2 badly  
damaged

To be renewed.  
(3500 X 1400 X 16)

P.T.O.....

CERTIFICATE IS ISSUED UPON THE TERMS OF THE RULES AND REGULATIONS  
OF THE SOCIETY.



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- |   |   |
|---|---|
| 2. Adjacent shell plate D3 on PS slightly buckled.  | To be faired in place   |
| 3. Adjacent shell plate D3 on SS slightly buckled   | To be faired in place.  |
| 4. Bottom port side, aft end of No.2 cargo hold in C and D strake heavily indented in way of frames 109 - 112                 | D strake bottom plate No.8 to be cropped and partly renewed, butt E.W. (2500 X 2200 X 16) adjacent C strake plate No.4 to be faired in place. |
| 5. A number of leaky rivets in aftermost keel plate through Centre Keel angle and also in way of sternframe (after peak tank) | 45 rivets to be recaulked and 26 rivets to be E.W. 6 metres plate edges to be recaulked.  |
| 6. Fore peak tank in way of repairs   | To be cleaned and to be tested.   |
| 7. rudder body slightly leaky   | To be made tight by caulking and electric welding.  |

In connection with the above it was further recommended that after completion of the repairs the D.B. tank No.3 on PS, after peak tank and rudder are to be tested.

Damage B

NOTE:

It was stated by the Chief engineer that during the attempt to refloat the vessel, mud was lifted by the main and aux. pump. In the opinion of the undersigned, the following damages may be attributed to efforts made in refloating the vessel:

FOUND:

RECOMMENDED:

Machinery

- |   |  |
|---|--|
| 8. circ. pump impeller spindle scored in way of glands. | Open up pump for examination, fit spare impeller shaft, dress working shaft of glands and place shaft on board as spare:Scale and clean pump casing. |
| 9. Sanitary pump rods scored                            | Open up sanitary pump, skim pump rods & rebush glands, renew pump piston rings, overhaul and adjust pump valves.                                     |
| 10. Propeller blades slightly turned at tips.           | Fair propeller blades at tips.   |
| 11. HP & LP guide shoes scored and wiped on face.       | Re-white metal HP&LP guide shoes and adjust shoes.   |

Continued.....



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2. Intermediate shaft bearings scored.

Scrape and dress intermediate shaft bearings as necessary and re-align shafting.

Damage C

DUND

3. Hold bulkhead at frame 106  
The whole bulkhead plating in way of upper strake, 2nd strake and 4th strake between wing plate and bottom part of port wing plate buckled. 3rd strake slightly indented.

• Hold bulkhead at frame 93:  
Bulkhead plating between P & S wing plates in way of upper strake and 2nd strake buckled.

• Hold bulkhead at frame 40:  
Bulkhead plating, upper strake and 2nd strake on Port side and amidships in way of hatch buckled and starboard wing plate bottom part indented including boundary bar.

• Hold bulkhead at frame 59:  
The whole bulkhead plating buckled stiffeners bent brackets buckled and boundary bar indented.

Deeptank

Centre line bulkhead at frame 59 - 60 fractured top strake and 2nd strake buckled and wasted between frame 59/64 and stiffeners bent and wasted including brackets and lugs.

RECOMMENDED

Top strake, 2nd strake and 4th strake between P&S wing plate to be renewed. Port wing plate to be cropped and bottom part to be renewed. butt E.W. 3rd strake to be faired in place.

- 4 plates each 6500 X 2100 X 10
- 1 plate 7500 X 1800 X 10
- 1 plate 6500 X 1800 X 10
- 1 plate 3000 X 2100 X 10
- 1 plate 4000 X 1500 X 10

Top strake and 2nd strake between P & S wing plates to be renewed.  
(4 plates each 7500 X 2000 X 10)

Top strake and 2nd strake to be cropped in way of starbd. fore & aft hatch coaming and centre part and port side to be renewed. Starbd. wing plate to be cropped and bottom part to be renewed including boundary bar. Butt E.W.  
(2 plates each 7000 X 2000 X 10  
2 plates each 3500 X 2000 X 10  
1 plate each 4500 X 1900 X 10  
1 angle 5000 X O.A. 90 X 11)

Bulkhead plating all 5 strakes to be renewed including wing plates, 18 stiffeners with brackets and boundary bar.  
8 plates each 9000 X 1700 X 10  
2 plates each 9000 X 1700 X 12.5  
1 boundary bar 56800 X OA. 90 X 90 X 10  
18 stiffeners each 8400 X CB 300 X 90 X 13  
18 brackets each 800 X 700 X 11  
18 brackets each 800 X 650 X 11  
36 lug angles (brackets) each 650 X OA 90 X 90 X 11

2 centre line bulkhead plates (top strake and 2nd strake) to be renewed. 4 stiffeners incl. brackets and lug angles to be renewed. 2 plates each 6000 X 2000 X 10  
4 stiffeners each 4800 X BA 300 X 90 X 12  
8 brackets each 650 X 500 X 11  
16 lug angles each 650 X OA 90 X 90 X 11



Side stringer plates  
 bent and wasted in way  
 shell and w.t. bulkheads  
 frame 59 and 66, corner  
 brackets indented, partly  
 fractured. 20 tripping  
 brackets in way indented  
 wasted including connecting  
 angles. 4 stringer face bars  
 slightly indented (2 PS, 2 SS)

Engine room bulkhead at frame  
 2 plates in 2nd strake  
 (PS, 1SS) slightly indented.  
 Stiffener buckled each on PS  
 1 SS including 1 top and 2  
 bottom brackets and 2 lug angles.

Hold ladders badly buckled and  
 wasted (1 port & 1 starboard side)

Hatch covers and covers rusty toggles  
 frozen and packing damaged.

Steel cargo battens partly bent  
 and missing and a number of clips  
 buckled and fractured.

#### Main Deck

Main deck aft between main  
 mast and No. 4 hatch coaming  
 buckled and wasted.

Bower anchor and steam pipe  
 line in way of above damaged  
 deck plate

Main deck fwd. of No. 4 hatch  
 indented and wasted

#### Lower hold No. 1:

50 margin angles for tank top  
 ceiling in way of hatchway No. 1  
 badly buckled, partly fractured

3 Side stringer plates on Port  
 side and 3 side stringer plates  
 on starboard side to be renewed.  
 6 corner brackets (3PS, 3SS) to  
 be renewed. 20 tripping brackets  
 to be renewed. (10 PS, 10 SS)  
 including lug angles, 4 plates each  
 8300 X 1000 X 10

2 plates each 7150 X 900 X 10  
 4 brackets each 1100 X 1100 X 10  
 2 " " 800 X 800 X 10  
 10 " " 900 X 500 X 10  
 8 " " 800 X 400 X 10  
 56 lug angles " 650 OA 150 X 150  
 X 12

2 stringer face bars to be removed,  
 faired and refitted:  
 (4 face bars each 15600 X BA 300  
 X 90 X 11)

2 bulkhead plates to be faired in  
 place 2 stiffeners to be renewed  
 (each 8400 X C.B. 300 X 90 X 13)  
 3 brackets to be renewed (each  
 800 X 650 X 11) and 2 lug angles  
 to be renewed. (each 650 X O.A.  
 90 X 90 X 11)

To be renewed (each ladder consists  
 of: 2 angles each 8400 X O.A. 90  
 X 90 X 11 with 24 steps 300 X 7/8"  
 E.W.)

Hatch covers to be overhauled,  
 toggles to be made workable (20)  
 and renewed where necessary (20)  
 hemp packing to be renewed.

Cargo battens and cleats to be faired  
 or repaired and refitted, missing  
 battens and cleats to be made and  
 fitted as before.

3 deck plates to be renewed (1 plate  
 2300 X 1300 X 11, 2 plates 6250 X  
 1300 X 11 each).

To be removed for access and to be  
 refitted. (1 spare anchor and 16  
 metres steam pipe line off & on  
 16 pipe clips to be renewed.)

To be faired in place and 1 doubling  
 to be fitted 1400 X 800 X 10.

To be renewed  
 (each 500 X OA 65 X 65 X 10)

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small fractures in tank top plating in way of Centre line bulkhead bracket (No.1 hold)

To be veed out, E.W. and fitted each with a doubler by E.W./2 doublers each 400 X 400 X 10)

stiffeners of Centre Line bulkhead slightly bent and angle in way of hatch end beam badly buckled.

2 stiffeners to be faired in place and 1 angle 5000 X OA. 75 X 75 X 10 to be renewed.

Lower hold No.2:

Centre Line bulkhead at frame 06 - 114 bottom strake and 2 vertical strakes fwd. badly buckled including 5 stiffeners, shifting board angles and boundary angles at top and bottom.

Horizontal bottom strake and two vertical strakes to be renewed. 5 stiffeners and 2 shifting board angles and top and bottom boundary angles to be renewed 1 plate 4000 X 1650 X 10, 2 plates each 6750 X 1650 X 10, 5 stiffeners each 8400 X B.A. 300 X 90 X 11, 2 boundaries together 8000 X OA. 90 X 90 X 11. 2 angles each 8400 X O.A. 90 X 90 X 11

Centre line bulkhead at frame 28 - 135 bottom strake badly buckled, 2 upper plates slightly indented. 2 shifting board angles buckled

Bottom strake to be renewed, 2 upper centre line bulkhead plates to be faired in place 2 shifting board angles to be renewed. 1 plate 4000 X 1800 X 10, 2 angles each 8400 X OA 90 X 90 X 10.

fractures in tank top plates in way of centre line bulkhead brackets

To be veed out, E.W. and fitted each with a doubler by E.W. (2 doublers each 400 X 400 X 10)

0 margin angles to tank top plating in way of hatchway No.2 badly buckled, partly fractured.

To be renewed (each 500 X OA 65 X 65 X 10)

Lower hold No.3

Centre line bulkhead brackets badly buckled and fractured.

To be renewed. 2 each 400 X 400 X 10

stiffener of centre line bulkhead in way of hatch end beam badly buckled and 2 shifting board angles slightly buckled.

1 stiffener to be renewed and 2 shifting board angles to be faired in place (1 stiffener 4500 X BA 300 X 90 X 11)

Lower hold No. 3a

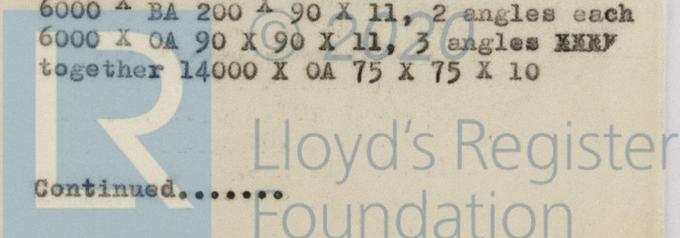
Centre line bulkhead brackets badly buckled, one fractured

To be renewed 2 each 400 X 400 X 10

Lower hold No.4

Centre line bulkhead at frame 0-46 badly buckled including 11 5 stiffeners, 2 brackets, shifting board angles and all boundary angles.

3 centre line plates to be renewed, 5 stiffeners to be renewed, 2 shifting board angles to be renewed, 3 boundary angles to be renewed, 3 plates each 6000 X 1650 X 10, two brackets each 400 X 400 X 10, 3 stiffeners each 6000 X BA.250 X 90 X 11, 2 stiffeners each 6000 X BA 200 X 90 X 11, 2 angles each 6000 X OA 90 X 90 X 11, 3 angles together 14000 X OA 75 X 75 X 10



re line bulkhead at frame  
9 2 shifting board angles  
partly buckled

unnel ladder steps bent

argin angles to tank top  
ing in way of hatchway No.4  
y buckled, partly fractured.

ockets at bulkhead stiffener  
y buckled and fractured (1 PS

To be faired in place.

To be repaired.

To be renewed  
(each 500 X O.A. 65 X 65 X 10)

To be renewed (each 4 00 X 400 X 10)

Deck No.2

ifting board angles fwd.and  
ifting board angle aft of  
re line bulkhead in way of  
h end beam badly buckled,  
e aft, slightly indented.

ocket at bulkhead stiffener  
led and fractured.

To be renewed, 2 angle each 6000  
and 1 angle 5000 A OR 90 X 90 X 10  
1 angle to be faired in place.

To be renewed,  
400 X 400 X 10

argin angles to tank top  
ing in way of hatch way No.5  
y buckled and partly fractured.

unnel ladder steps bent

To be renewed (each 500 X OR 65 X 65  
X 10)

To be faired in place.

Deck No.2

Plating after end of No.2  
from Centre to Starbd. side  
buckled.

ager stroke in way slightly  
nted and wasted.

1 plate each from Centre strake  
1st, 2nd, 3rd and 4th strake to be  
renewed.

Centre strake	=	3700 X 2200 X 11
1st strake	=	3700 X 2170 X 11
2nd "	=	4600 X 2150 X 11
3rd "	=	3000 X 215 OR 11
4th "	=	4600 X 1600 X 11

hatch end beam and 2 deck beams  
ed amidships, 1 pillar, 1  
alator and 1 pipe for echo  
ling devise in way of damaged  
s.

To be faired in place and fitted with  
a doubling plate 1600 X 1250 A 12.

1 hatch end beam and 2 deck beams  
to be cropped and partly removed,  
faired and refitted, Butt SW. Pillar  
ventilator and pipe to be removed for  
access and to be refitted: 2 beams skc  
each 3100 X BA 250 X 90 X 15, 1 beam  
3100 X BA 300 " 90 " 12, XXXXXXXXXXXX  
XXXXXXXXXXXX, 1 bracket 1250 X 650 A 12  
1 pillar double BA each 3100 " 150 X 1  
150 X 15  
1 ventilator 4000 X 500 diamr.

pping brackets, 1 pillar,  
XXXXXXXXXXXX in way of damaged  
plates

To be removed for access and to be  
refitted. 2 brackets each 400 X 400 X  
8, 1 pillar 400 X 150 X 8  
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Deck Nos 3 and 3 A

oad at frame 93, 1 plate  
buckled, 3 plates slight-  
dented

1 plate to be renewed  
(6100 X 600 X 10) 3 plates to be  
faired in place.

Continued.....

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Officers buckled

To be renewed  
each 2000 X O.A. 110 X 75 X 9

Deck plates in w.t.  
deck bulkheads at  
40, 66, 93 and 106

To be re-riveted.

ways at Tweendeck

After coaming including  
cover rest angle badly  
indented and wasted.

To be renewed  
6100 X BA 250 X 90 X 12  
6100 X OA. 90 X 90 X 13

Deck coaming slightly  
indented hatch cover rest  
angle badly buckled.

Coaming to be faired in place,  
rest angle to be renewed  
6100 X OA. 90 X 90 X 13

No. 1 hatch:

Beams nos. 1 to 5 bent,  
top and bottom angles badly  
indented and wasted.

5 beam plates to be faired and all top  
and bottom angles to be renewed.  
20 angles together 122,000 X OA  
130 X 65 X 11

Supports for hatch beams  
nos. 1 to 5 of No. 1 hatch buckled  
securing bolts partly lost or  
out of order.

To be repaired in place. 10 securing  
bolts to be renewed.

After coaming including  
cover angle badly buckled  
and wasted

To be renewed  
6100 X BA. 250 X 90 X 12  
6100 X OA 90 X 90 X 13

Deck coaming slightly  
indented hatch cover rest bar  
buckled

Coaming to be faired in place, rest  
angle to be renewed 6100 X OA. 90  
X 90 X 13.

No. 2 hatch: hatch beams nos 1  
bent, all top and bottom  
angles badly buckled and wasted.

5 beam plates to be faired and all top  
and bottom angles to be renewed, 20  
angles together 122,000 X O.A. 130  
X 65 X 11.

Supports for hatch beams  
nos. 1 to 5 of no. 2 hatch  
buckled, partly fractured and  
securing bolts missing.

To be repaired in place and 10  
securing bolts to be fitted.

After coaming including  
cover rest angle badly  
indented and wasted.

To be renewed. 6100 X BA 250 X 90  
X 12 6100 X OA 90 X 90 X 13

Deck coaming slightly indented  
cover rest bar badly buckled.

To be faired in place, to be renewed  
6100 X O.A. 90 X 90 X 13.

No. 3 hatch: hatch beams nos. 1 & 2  
all top and bottom angles  
buckled and wasted.

2 beam plates to be faired and all  
top and bottom angles to be renewed  
8 angles together 48,800 X OA. 130  
X 65 X 11

Supports for hatch beams  
nos. 1 & 2 of no. 3 hatch buckled  
securing bolts missing.

To be repaired in place and 4  
securing bolts to be fitted.

No. 4 hatch fwd. coaming including  
cover rest angle badly buckled

To be renewed  
6100 X BA. 250 X 90 X 12  
6100 X OA. 90 X 90 X 13

No. 4 hatch aft coaming rest  
for hatch covers buckled.

To be renewed  
6100 X OA. 90 X 90 X 13

hatch beam bent, both  
and bottom angles  
ly buckled and wasted.

beam supports slightly  
at, 2 beam securing bolts  
missing.

No.4 hatch, both end coamings  
slightly bent, hatch cover  
rest angles badly buckled,  
both coamings

No.4 hatch beams (nos.1-4)  
slightly bent and all top  
& bottom angles badly  
buckled and wasted.

supports of hatch beams  
nos. 1-4 of No.4 hatch  
slightly buckled and securing  
bolts missing.

No.5 hatch both fore and aft  
coamings and both end coamings  
slightly indented

No.5 hatch both end coaming  
hatch cover rest angles badly  
buckled.

No.5 hatch/ Beam no.1 plate  
at both top and bottom  
angles badly buckled.

No.5 hatch: Beams nos. 3  
and 2 all top and bottom  
angles badly buckled and  
beam plates slightly bent.

No.5 hatch/ Beam No.5 badly  
buckled and wasted.

supports of hatch beams  
nos. 1-5 of No.5 hatch slight-  
ly buckled and securing bolts  
missing

Hatchways at Upper Deck:

No.2 hatch both fore and aft  
coamings and both end coamings  
slightly indented and hatch  
cover rest angles both buckled.

No.2 hatch: Hatch beam No.1  
slightly buckled.

1 beam plate to be faired, 4 angles  
to be renewed, together 24400 X  
OA. 130 X 65 X 11

To be faired in place,  
to be fitted.

2 end coamings to be faired in  
place and 2 rest angles to be  
renewed, together 12200 X OA.  
90 X 90 X 13

4 beam plates to be faired and  
all top and bottom angles (16  
angles) to be renewed, together  
97600 X OA. 130 X 65 X 11.

8 supports to be repaired in  
place and 8 securing bolts to  
be fitted.

To be faired in place.

To be renewed, together  
12200 X OA.90 X 90 X 13

Beam plate to be faired, to be  
renewed, together  
12200 X OA 130 X 65 X 11

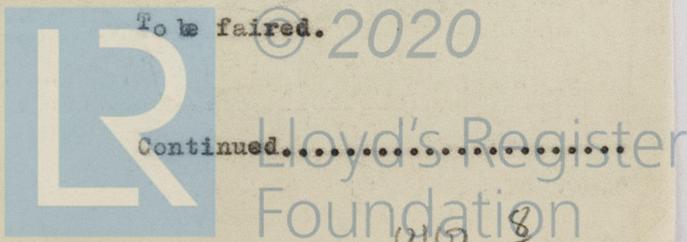
Beam plate to be faired and all  
top and bottom angles to be  
renewed. Together  
48000 X OA. 130 X 65 X 11

To be completely renewed:  
1 plate 6100 X 700/500 X 12  
4 doublings each 400 X 300 X 15  
6 vertical angles each  
550 X OA. 130 X 65 X 11  
4 horizontal angles together  
24400 X OA. 130 X 65 X 11

To be repaired in place and 10  
securing bolts to be fitted.

To be faired in place, both  
hatch cover rest angles to be  
renewed together,  
12200 X OA.90 X 90 X 13

To be faired.



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2 hatch: Hatch beams nos. 1 to 5 slightly bent and all top and bottom angles badly buckled and wasted.

4 beam plates to be faired, all top and bottom angles to be renewed. Together 16 angles 97600 X OA.130 X 65 X 11

supports of hatch beams nos. 1 to 5 of no.2 hatch slightly buckled and securing bolts missing.

To be repaired in place and 10 securing bolts to be renewed.

3 hatch: 2 hatch cover rest angles at both end coamings badly buckled and wasted.

To be renewed, together 12200 X OA. 90 X 90 X 13.

hatch beams nos.1 and 2 of No.3 hatch slightly bent.

2 beam plates to be faired.

No.3 hatch 1 hatch beam slightly bent at both top and bottom angles badly buckled and wasted.

1 beam plate to be faired  
2 top & 2 bottom angles to be renewed. Together 24400 X OA 130 X 65 X 11

supports of hatch beams of No.3 hatch slightly buckled and both securing bolts missing.

To be repaired in place and 2 securing bolts to be renewed.

hatch No.4: 5 hatch beams slightly bent.

To be faired.

hatch cover rest angles slightly indented

To be faired in place.

supports of hatch beams of No.4 hatch slightly buckled and 10 securing bolts missing.

To be repaired in place and 10 securing bolts to be renewed.

hatch No.5: hatch cover rest angle at after end coaming badly buckled.

To be renewed (6100 X OA.90 X 90 X 13)

hatch cover at fwd. end coaming slightly buckled.

To be faired in place.

hatch beams nos.1,2, and 3 slightly bent and all top and bottom angles badly buckled and wasted.

3 beam plates to be faired, all top and bottom angles to be renewed. together 73200 X OA.130 X 65 X 11

supports for hatch beams nos. 1 to 5 of No. 5 hatch slightly buckled and 10 securing bolts missing.

To be repaired in place and 10 securing bolts to be renewed.

page 4

16 hatch covers twisted, splintered, broken or singed.

To be renewed complete with galv. steel bands as follows:

- 47 hatch covers each 1500 X 300 X 75
- 127 hatch covers each 1800 X 300 X 75
- 142 " " " 3600 X 300 X 75

9 hatch covers splintered or broken at ends and 218 galv. steel bands at ends of hatch covers missing

To be changed and altered into smaller hatch covers and missing galv. steel bands to be fitted.

Continued.....

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9  
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metres cargo battens	To be renewed.
450 clips missing.	
top and bilge ceiling	To be repaired or renewed as necessary
all cargo holds badly damaged -	(altogether 420 sq. metres tank top
partly rotten and incomplete.	ceiling and 320 sq.m bilge ceiling to
	be renewed.

For the above items nos. 92 and 93 (hatch covers) total sum DM 3000.00 may be contributed to 30 % to the fire damage (c) and to 20 % to water damage (d) and to 50 % to normal Wear and Tear (Owners account). Therefore damage c = DM 5351.00 and damage d = DM 3568.00 are included.

For item No.94 (cargo battens) total sum DM 11,665.00 may be contributed to 50 % to the fire damage (c) to 10 % to the water damage (d) and 40 % to normal Wear and tear (Owners account) Therefore damage (c) 542.00 and damage d = DM 1,109.00 are included.

For item No.95 (ceiling on inner bottom) total sum of 17,172.00 contributed to 30 % to the Fire damage (c) to 30 % to the water damage (d) and to 40 % to normal Wear and Tear (Owners account) Therefore damage c = DM 5,151.50, damage d = DM 5,151.50 are included.

Shell plate on Port Side in H strake at frame 46, 47 and 48 badly indented (H14)	Plate to be released (landing and 2 frames) and to be faired in place, and to be riveted. 2 frames in way to be faired in place.
--	--

Shell plates on Port Side indented in way of combined ding of G and H strake frame 112 to 114 (G7 & H8)	Landing to be released and 2 shell plates in way to be faired in place and riveted.
---	---

Shell side plates on Port side in G strake at frames 114 and 115 badly indented. (G6)	Shell plate G5 to be cropped at frame 114/15 and G6 to be cropped at frame 123,24 and to be renewed in one plate (G6) (9000 X 2200 X 13) Butts E.W.
---	---

Adjacent shell side plate H strake on Port side indented (H6)	To be removed, faired and refitted 7800 X 1900 X 13
---	---

Frames in way of above shell plates slightly in	To be faired in place.
---	------------------------

Shell plates fwd.: H 1 and 2 on PS and H 1,2, and 3 on Stbd. side badly indented.	To be renewed, 4 plates each 8000 X 2200 X 12 1 plate 9300 X 2200 X 12
---	--

Frames (10 PS, 10SB) in way of above 4 shell plates badly buckled.	To be cropped and partly renewed, butts E.W. each 5000 X B.A.230 X 90 X 11.
--	---

Shell plate on Starbd. side in F strake (F5)	To be cropped and partly renewed butt E.W. (3000 X 900 X 12)
--	--

Deck strake plates 4 and 5 abreast foremast Starbd. side indented including stringer angle	2 plates to be faired in place. stringer angle to be cropped and partly removed, faired and refitted. butt E.W. (5000 X 90.90 X 90 X 12)
--	--

Continued.....

1 shell plate on starbd. side in H strake (E5) fairly indented.

To be removed, faired and refitted.  
7000 X 2200 X 13

Adjacent shell plate on B5 (I5) slightly indented in way of combined landing.

To be faired in place.

2 indents in 2 shell side plates H and I strake at frame 58-60, cargo hold on starbd. side, combined landing (H 13 & I 12)

To be released (landing over 2 frame spaces) to be faired in place and to be riveted.

2 shell plates fwd. - H No. 3 on Port Side and H No. 4 on Starbd. side slightly indented.

2 shell plates to be faired in place.

In connection with the above damage repair was further recommended that hull plating in way of damage repair to be hose tested upon completion of repair work.

The above recommendations for permanent repairs have been satisfactorily carried out by Messrs. Norddeutscher Lloyd at Bremerhaven. Concurrently the above Damage repairs as special survey with wear and tear repairs, strengthenings for increased draught and conversion from coal burning Oil Fuel have been carried out for a total amount of £ 97,500.0.0 1.162,864.00 including the above damage repairs.

The above recommendations have been made with a view to placing the vessel in similar condition as she was in before the casualty.

The above damages are, in the opinion of the undersigned, consistent with the cause alleged.

The total amount of DM 267,290.00 for the above damage repairs including port, staging, recoating, dry-docking, tug boats, pilotage and agency fees is considered fair and reasonable.

The separate damage amounts may be in our opinion as follows:-

Damage A (grounding)	DM	9,678.00
" B (refloating)	DM	5,698.00
" C (fire)	DM	213,054.50
" D (water)	DM	9,828.50
" E (contact)	DM	43,101.00

Without docking, Total Damage	DM	261,360.00
+ Docking etc.	DM	5,930.00

The docking dues etc. may be split up to 70 % due to grounding and 30 % due to refloating.

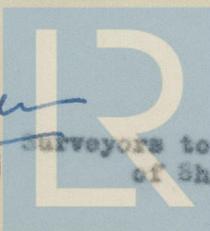
The damage report is made without prejudice to the Underwriter's liability and is subject to adjustment.

Repair work commenced..12th August, 1952

Vessel, drydocked 23rd August, 1952 Vessel undocked 29th August, 1952

Repair work completed 6th October, 1952

DM 1850.00  
... mil.



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*A. J. Bailey*

Surveyors to Lloyd's Register of Shipping

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