

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

29 APR 1952



Port Bremen,

21st April, 1952.

WITHOUT PREJUDICE

This is to Certify that

W.A.Allan and A.Holtz

the undersigned Surveyors to this Society did at the request of

Mr. Thomas Burton, Lloyd's Sub Agent, Bremerhaven, on behalf of the London Salvage Association, London, and the Owners' Superintendent, attend on March 3rd, 1952, and subsequently, on board

S.S. ROYAL WILLIAM, 7120 Tons Gross,

of Montreal, as the vessel lay afloat and in dry-dock, at Bremerhaven, for the purpose of ascertaining and examining the nature and extent of damage stated sustained as a result of (a) heavy weather encountered from December 23rd, 1951, to February 1st, 1952, on a voyage from Glasgow to Port au Prince and (b) grounding at Port au Prince on February 8th and 9th, 1952. For further particulars, see the vessel's log-books. Copy of log-extracts are attached.

Present at the Survey: -

The Owners' Superintendent Mr. W. Mc.Bain,
the Captain and Chief Engineer of the vessel,
the undersigned Surveyors.

Damage repairs commenced	13th March, 1952,
damage repairs completed	8th April, 1952,
vessel dry-docked	18th March, 1952,
vessel undocked	26th March, 1952.

NOTE: A special survey was carried out concurrently with damage repairs and repairs for Owners' account. The bottom and side plating were scaled by sand blasting while the vessel was in dry-dock.

On examination:
(Dimensions in metric)

FOUND

- Damage a, (Hull)
1. 1,5 m welded seams cracked and 2 defective rivets at bottom part of rudder body. Rudder leaking.

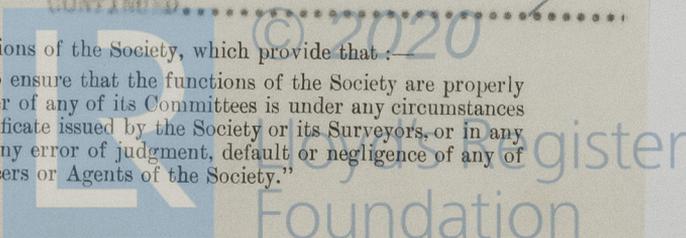
RECOMMENDED

1. To be veed out and rewelded. Rudder to be lifted for examination of pintles and bushes, 2 rivets to be electric welded. Rudder to be tested

CONTINUED.....

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

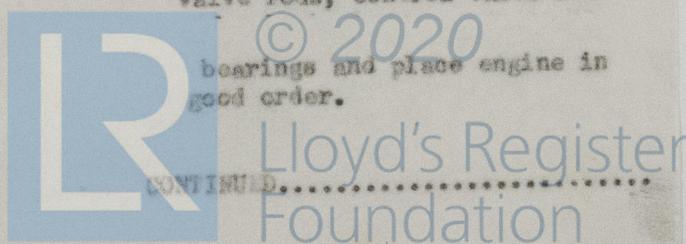
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or 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 any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



2. 2 Steam pipe guard plates abreast No.2 Hatch badly buckled.
3. Starboard life boat No.1, 3 planks in way of aft chock splintered (life boat with motor).
4. Port life boat No.2, 2 planks in way of forward boat chock splintered and 2 bottom frames broken.
5. Rail on port side forward, on starboard side forward and aft bent.
6. Bulwark amidships on starboard side set in.
7. 2 Ladders amidships bent.
8. 2 Entrance doors (No.3 Hold and fiddley door p.s.) buckled (1 hinge broken).
9. 2 Ventilator cowls badly buckled for aft accommodation.
10. 2 Eye bolts broken on Navigation Bridge for lashing a box.
11. 1 Wire winch badly damaged on forecastle deck p.s. and 1 wire winch missing on s.s.
12. 2 Steam pipes on after deck bent and fractured.
13. 2 Foundation bolts (brake holding down bolts) of windlass leaky.
14. Port hawse pipe deck flange leaky.
15. 3 Fire screens of ventilator casings smashed.
16. All deck steam smothering valves boxes buckled and corroded.
17. Steering engine parts worn.
2. 2 Guard plates to be faired, repaired and to be refitted.
3. 2 Planks to be cropped and to be renewed (1800 each x 200 x 16). Engine and tanks in way to be removed for access and to be refitted.
4. 2 Planks to be cropped and to be renewed (each 1600 x 200 x 16). 2 Reverse frames to be fitted (each 1200 x 40 x 30). Tanks in way to be removed for access and afterwards to be refitted.
5. To be faired in place, 2 stanchions and 4 rods to be S.W.
6. To be faired in place.
7. To be removed, faired, repaired as necessary and refitted.
8. To be faired and repaired as necessary.
9. To be renewed (200 and 220 diam)
10. To be renewed (20 mm diam.)
11. 2 Wire winches to be renewed.
12. To be renewed.
13. To be removed, repacked and refitted.
14. To be recalculated.
15. To be renewed.
16. Renew all deck steam smothering valve boxes.
17. Open up steering engine, renew control valve liner and valve, renew both piston rods, both valve rods, control valve rod

Damage a, (Machinery).

bearings and place engine in good order.



18. One length of piping ballast pump to main condenser fractured and corroded. One length of piping, main condenser to hot-well cracked and corroded (cast iron). Main engine cylinder cover cleading buckled.
19. Bilge lines leaking and part corroded.
20. Turning gear wheel on crank shaft broken.
21. Attached sanitary pump delivery air vessel fractured. Set screws in main injection grating loose or lost.

Damage b, (Hull).

1. Bottom paint scoured. Minor leakages at bottom plate edges and rivets in way of D.B. tanks Nos. 2, 3, 4, 6, 7 and 8 and fore and after peak tanks and on tank top plating in cargo holds. One cracked welding in way of keel plate No. 1 forward.
2. Sea valve boxes and grids partly blocked by mud and dirt.

Damage b, (Machinery).

3. Screw shaft (wear down 3.3 mm) (Shaft last seen April, 1949).
4. Screw shaft / intermediate shaft coupling bolts loose.
5. Main engine working parts loose.
6. Main and auxiliary condensers dirty.
7. Domestic refrigerator condenser dirty.
8. Main circulating pump and engine working parts loose.

18. Renew one length of 175 mm diam. cast iron piping, about 3 m long in steel. Renew one length of 150 mm diam. pipe, 3 m long, in steel. Fair and refit cleading.
19. Overhaul all bilge lines, renew about 9 m of 75 mm steel piping.
20. Renew and refit turning gear wheel, (wheel supplied by Owners) Dress key-way and renew key.
21. Renew air vessel in fabricated steel. Renew 8 brass set screws of grating.

1. All six double bottom tanks and both peak tanks to be tested and minor caulking and welding on vessel's bottom and tank top to be made good. Tank top and bilge ceiling in way to be lifted and afterwards to be replaced, broken parts to be renewed.
2. Boxes and grids to be cleaned and recoated, cocks to be opened out, ground, repacked and to be refitted.
3. Draw screw shaft. Renew 4 blocks of lignum vitae at aft end, bottom (split). Repack gland.
4. Ream out 4 coupling bolts holes and renew, refit 4 bolts.
5. Open up main engines including thrust block for examination and adjust all working parts. Harder up holding down bolts. Clear and test water cooling lines.
6. Open up and clean main and auxiliary condenser and test and make tight and satisfactory on completion.
7. Clean refrigerator condenser and test on completion.
8. Open pump and engine, renew put clearance rings. Renew engine crosshead pin and bearing, remetal main bearings.

S.S. "ROYAL WILLIAM": -

NOTE: In the opinion of the undersigned the above machinery damage may be attributed to refloating operations.

The above repairs have been completed satisfactorily by Messrs. Norddeutscher Lloyd Bremerhaven.

In the opinion of the undersigned the following items in the enclosed copy of the damage account are for Owners' account: -

Items Nos. 64, 72, 82, 98, 109, 112, 116, 117, 146 (items 1 & 2),

and the following are Part for Owners' account: -

Items Nos. 1, 2, 3, 5, 10, 14, 15, 17, 27 to 36, 38, 118, 146 (item 3).

Except as above noted, the damage may be attributed to the cause as stated.

The repairs were recommended with the view to placing the vessel in a similar condition to that in which she was prior to the casualties.

The cost of repairs including items for Owners' and part Owners' account as indicated above, 4 days dry-docking, charges for tug-boats, pilot and scoring fees, staging, painting of disturbed and repaired parts and transport, amount to: -

Damage (a).....	DM	31.802.-
Damage (b).....	DM	71.272.-

The costs are in the opinion of the Undersigned fair and reasonable for the work done and the material supplied. In the opinion of the undersigned, 3 days would be required in dry-dock for damage repairs.

Copies of account for the total sum of DM 103,074.- duly endorsed is attached.

This report is issued without prejudice to the Underwriters' liability and costs are subject to adjustment.

W. H. Hill
A. B. Berg
 Surveyors to Lloyd's Register
 of Shipping.

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Committee's Minutes



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