

24 AUG 1953

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 27th July 1953 When handed in at Local Office... 19...
 No. in Survey held at MESSINA Date, First Survey 6th June Lqst Survey 30th June 1953
 Reg. Book 72361 on the PERICLES Steel M.V. "PERICLES". (No. of Visits 6)

TONNAGE: — Built at Gothenburg. By whom A/B/ Gotaverken. When 1949 MONTH 9.
 GROSS 9938 Owners D/S.A/S. Eikland Owners' Address Oslo
 UNDER DECK 9045 Managers Isak M. Skaugen Port belonging to OSLO
 NET 5893

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Messina Dock. Desired Voyage ---
 Cell/Bor/DBa --- feet; uE & B --- feet; f --- feet
 total capacity --- tons. FPT --- tons; APT --- tons; MT --- feet tons.
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4907 / Port NAP

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

CHARACTER	Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>+100 A1 2,53.</u>		<u>+LMC. 9,49.</u>
<u>Elec welded.</u>		<u>TS C.L. 2,53</u>

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined
Copy of Damage Rpt. attached. Was a damage report made by anyone else? if so, by whom Underwriters Surv's

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND TEMPORARY REPAIRS.
 CONTINUOUS SURVEY.

At request of Owners Agent, attended on board vessel on account of damage stated to have been sustained as a result of collision with the S.S. "EXMOUTH" on the night of 5th June, 1953., whilst both vessels negotiating the Messina Straits. The above vessel was in ballast, and the "EXMOUTH" in loaded condition.

Upon examination it was found that the stem and bow of the "EXMOUTH" (specially strengthened) had pierced the side plating and severed the deck plating of the "PERICLES" to a depth below water line and slightly beyond the centre line of deck plating respectively, at a point abaft the midship, in a transverse direction and in way of N° 4 starb'wing and N° 6 centre cargo tanks. The cat walk with its water and steam pipes, engine telegraph, telemotor

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								<u>—continued—</u>
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skids	Copper, or Y.M.
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Feet.)
Caulking of Decks	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Coamings	Rudder	Coppers	Boats
Beams & Fastenings	Steering gear and its connections	Cargo Hatch	Masts, Yards, &c.
Outside Plating	Windlass	Hatches	Condition, how ascertained
" " in way of sidelights	Have pumps been examined and found efficient?	Stanking	(State if wedges removed.)
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length mean diamr.
Floors	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	" Rule length size
Keelsons		" " at other places	Chain Locker
Stringers		Stringers, Clamps & Shelves	Hawsers & Warps
Inner Bottom Plating		Salting	Standing and Running Rigging
Have the Tanks been examined Internally?		State if examined.	Sails
Have the Tanks been tested?			

General Observations, Opinion as to Class, Recommendation, &c.:—
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
 The vessel, so far as now seen, is in a safe condition and eligible for retention of class without fresh record subject to the vessel proceeding under her own power via Cape Corso, in favourable weather and at a speed left to the discretion of the Master, bound for Marseilles, where permanent repairs to side plating, structure and deck in way of N°4 starb'wing and centre

Survey Fee (per Section 29) 72 : 0 : 0 Fees applied for, N°6 cargo tanks, will be carried out.
 Special Damage & Repair Fee (if any) ---
 GENERAL TRAVELLING EXPENSES (if chargeable) 11 : 0 : 0
 Second Surveyor's Fee (if any) 15 : 0 : 0
 Received by me, THURSDAY 27 AUG 1953
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute Defered - await Mse. rpt
 Character Assigned ---
 Lloyd's Register Foundation

If a Survey also be held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Cert. B. issued. Copy attached hereto.

NORWEGIAN

M.V. "PERICLES"

pipes to steering gear and electrical cables was forced over to port and all essential services put out of action.

A verbal diver's report ascertained that the damage below water affected the bilge strake, bottom plating and part internal structure. Of the bilge strake there remained the lower section from the bilge keel, including the bilge keel which had however parted at its connections with the bilge strake but remained continuous.

Internal transverses in way of N°4 tank were alleged to have been torn from the shell plating removing with them pieces of shell plating where welded to the transverses. The side keelson was stated to be in one piece but slightly bent, remaining structure below water open to sea satisfactory as far as could be seen.

Temporary repairs now carried out to enable vessel to proceed to Marseilles for permanent repairs.

Now Done:- All debris on deck and side plating affected by damage burnt away and cleared and the following girders fitted to make the deficiency of side and deck plating .

6. - 300 mm. X 150 mm. X 12 mm; 'I' sections welded in longitudinal direction to the sheer strake.

2. - Diagonal braces of similar section with end welded to sheer strake and to strake above water line, secured where crossed by substantial backing plate. One vertical angle bar welded across the horizontals and projected to centre of braces to prevent vibratory movement. A further tie bar secured the frame work thus formed to the internal structure to prevent lateral movement.

6. - 300 mm. X 150 mm. X 12 mm. 'I' sections welded in longitudinal direction to deck side stringer plate, two additional sections placed on top of the 1st and 2nd; and 3rd and 4th stiffeners.

Cat walk from bridge to after mast made serviceable by part removal and temporary timber and welded angle gang way fitted, telemotor transmitter pipes

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT BY STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons	Cwts. qrs. lbs.	Tons	Cwts. qrs. lbs.				
	1st Bower										
	2nd										
	3rd										
	Collective Weight										
	Stream										
	Kedge										

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			

straightened and rejoined and steering gear tested.

Steam and exhaust pipes to windlass made good.

Essential electrical services repaired and tested.

S.W. fire main repaired and placed in good order.

The above repairs, although of a temporary nature, were considered satisfactory for the proposed voyage in normal ballast trim, subject to the vessel proceeding via Cape Corso under her own power, in favourable weather conditions at a speed left to the discretion of the Master.

" PERICLES "

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to flow through to the other side.

