

4 AUG 1953

No. 4981

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report. 27th July 53

When handed in at Local Office. 19

No. in Survey held at MESSINA

Date, First Survey

Port of NAPLES.

6th June

Lst Survey

30th June

1953

72361 on the ~~PERICLES~~ Steel M.V. "PERICLES".

(No. of Visits. 6)

TONNAGE:—

GROSS 9938

UNDER DEK 9045

NET 5893

Built at Gothenburg.

By whom A/B/ Gotaverken.

When 1949

MORTG.

Owners D/S.A/S. Eikland

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers Isak M. Skaugen

Port belonging to OSLO.

Surveyed Afloat or in Dry Dock? Afloat

Name of Dock Messina Dock.

Destined Voyage

Cell DBor DBa

feet; uE &amp; 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.

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:—

Renewed ...

Removed and Faird or Repaired

Faird or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

-continued-

## PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

" " in way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads

Celling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skids

Coal Bunkers, Openings, Covers, &amp;c.

Oil Bunkers

Coppers

Cargo Hatch

Hatches

Manking

Caulking

Treenails

Breasthooks &amp; Stems

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

State if examined.

Copper, or Y.M.

(State if on Felt.)

When fitted, Month Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length mean diamr.

(on board.)

" Rule length size

Chain Locker

Hawsers &amp; Warps

Standing and Running Rigging

Sails

## General Observations, Opinion as to Class, Recommendation, &amp;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)

Dam.

72 : 0 : 0

Fees applied for, N°6 cargo tanks, will be carried out.

Special Damage &amp; Repair Fee (if any)

(per Sec. 29)

GENERAL

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

THURSDAY 27 AUG 1953

Committee's Minute

Character Assigned

Deferred - await Mse. rpt.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

013042-013051-0214

NORWEGIAN

Cert. B. issued. Copy attached hereto.



" PERICLES "

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

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remaining structure below water open to sea satisfactory as far as could be seen.

to Marseilles for permanent repairs.

Copy of Image 311 attached.

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

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 horizontal 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 servicable 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.

*If Stockless, state Mechanical Test.*

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

CHAIN CABLES.

Iron Stream Chain or Steel Wire	}

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.