

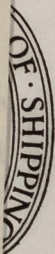
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# Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER

Port Newport News, Va.,

February 12th, 1962.



(8444).

**This is to Certify that**

H.C. SAUNDERS.

The undersigned Surveyor to this Society did at the request of  
Messrs. Dichman, Wright & Pugh, Inc., Norfolk, Va., Owners Agents,  
with the consent of the Master, attend on board the M/S "PALLADE"  
47 tons gross of Palermo, whilst lying afloat at the Norfolk &  
Western Railway Co's., Pier No. 4, Lambert's Point, Norfolk, Va., and  
subsequently at Sewell's Point Anchorage, Norfolk, Va., for the purpose  
of ascertaining the nature and extent of the damage stated to have  
been caused by collision with the S/S "WINCHESTER", which vessel was  
being assisted to berth at the Norfolk & Western Railway Co's., Pier by  
Tug "Evelyn D. Perry", the M/S "PALLADE" was moored to the North  
end of Pier 4, Norfolk & Western Railway Co., Lambert's Point, Va., at  
approximately 3:35 AM., February 9th 1962.

For further particulars please see Log Books.

The damage was found to be confined to the Port Side Aft, in way of  
the forward end of the Crew's accommodation and in my opinion, may  
reasonably be attributed to the alleged cause.

Upon examination the following damage was found and repairs recommended  
without prejudice to the terms and conditions of insurance.

FOUND:-

Hull-Port Side Aft:

1. Side shell fashion plate  
abreast forward end of the main  
deck house heavily set in and torn  
in way of Chief Fireman's room.  
Torn area is approximately 4'6"

RECOMMENDED:-

Plate to be cropped at exist-  
ing after butt and at a point  
10' forward and be renewed;  
size 4'0" x 10'0" x 30.8# plate.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provides that:—  
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly  
executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances  
whatever 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."



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FOUND:-

long x 12" wide and the complete set in area is approximately 8' long x 5' wide.

Forward end of plate adjoining the fashion plate in item No. 1 above set in on the forward end over area 12" wide x 3' vertically.

Plating in adjoining strake immediately below the affected plate in above item No. 1, set in on upper edge over a total area of approximately 6' long x 18" wide.

Side shell frames 40, 41 and 42 set in and bent in way of damage in the above items No. 1 and No. 3.

Officer's Deck beams at frames 40, 41 and 42 including connecting brackets to side shell frames in the above item No. 4, slightly bent.

T DECK PORT SIDE AFT:

Three tier steel handrails along outboard side of deck at forward end set in sharply over total length of 16'.

Boat Deck curtain plate immediately below the above handrails set in along the upper edge over length of 16'.

1/2" diameter solid round including attached brackets for securing key dodger on the aforementioned curtain plate bent over length of 5'.

Boat deck plating slightly buckled in way of the aforementioned curtain plate over length of approximately 10'.

Steel windshield (bulwark) across the forward end of boat deck, outboard side, buckled over area 4' x 4' together with caprail in way. Also, longitudinal section of windshield adjoining the aforementioned transverse section distorted over area 3'0" x 3'6".

RECOMMENDED:-

To be part released, faired and rewelded in place.

To be part released, faired and rewelded in place as original.

Frames 40, 41 and 42 to be part released, faired and rewelded in place or, be cropped and part renewed as found necessary.

Beams and brackets to be further examined after removal of insulation, ceiling, etc., and be dealt with as found necessary.

Handrails together with stanchions to be part released and faired in place. Size of Rails-top 1.3/4" O.D., center 1" O.D., bottom 1" O.D., 3 stanchions each size 2" x 1" x 3'6" long.

To be part released, faired and rewelded in place or be cropped and part renewed as found necessary. Size 18" x 16' x 15.3".

To be faired or be cropped and part renewed as found necessary.

Boat deck plating to be part released, faired and rewelded in place over area 18" x 10' long or be cropped and part renewed as found necessary.

Windshield together with caprail to be part released, faired and rewelded in place or, be cropped and part renewed as found necessary.

NOTE: One awning stanchion, cargo light, one life ring and bracket in way of repairs to be



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FOUND:-

RECOMMENDED:-

Item 10 (continued):

11. Chief Fireman's Room:

One 12" diameter port light complete with frame, dogs, dead cover, etc., badly distorted together with external brow.

removed and reinstalled in good order.

To be renewed complete as original.

12. Wood trim, boxing etc., around the aforementioned portlight badly split and broken.

To be renewed.

13. Insulation and ceiling on side shell plating, also insulation on underside of Officer's deck badly started, broken and part dislocated.

Insulation and ceiling on side shell to be removed to permit accomplishing repairs in way and, upon completion, to be renewed as original.

14. One built in wooden bunk, including wood trim in way of repairs.

To be removed for access to the repair area and, upon completion, to be installed in good order, renewing any parts found damaged.

15. Sheets, blankets, etc., comprising bed clothes on the above mentioned bunk, badly soiled by debris.

To be laundered or cleaned to suit.

MECHANICS CABIN:

6. Paint coating on joint between the top of the forward partition bulkhead and deck over slightly cracked. Also insulation slightly broken on the forward end of the longitudinal girder, and also at the lower end of the brackets on outboard ends of deck beams. Outboard side ceiling fractured vertically for length of 7", at a point 20 $\frac{1}{2}$ " after of the forward bulkhead.

To be further examined at time of permanent repairs and be dealt with as found necessary.

NOTES:-

- 1). Necessary staging to be erected and dismantled.
- 2). The affected plating to be tested and proven tight.
- 3). All necessary removals to be replaced in good order. This to include two 3" diameter Officer's Deck drains and one 4" diameter sanitary pipe line in way of repairs.
- 4). New and/or repair work to be coated.

The foregoing recommendations were made with a view to placing the hull in the same good and efficient condition as before the alleged casualty occurred. Repairs have been deferred until the Vessels arrival at an allied Port.



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Temporary repairs have been effected by welding a suitable doubler over the torn area in Item No. 1.

H. G. Saunders.  
Surveyor to Lloyd's Register of Shipping.  
H.G. Saunders.



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