

COPY



SYDNEY, N.S.W.

5th June, 1943.

A. J. McCOWAN and W. B. C. ELDER

The Owners

attend upon the Steel Screw Steamer "PERIOD" 2791 tons gross of Melbourne, afloat and subsequently in dry dock, for the purpose of examining the vessel for damage stated to have been caused by enemy action on the 15th December 1942.

For further particulars see Log Books and Master's Report, from which it would appear that the vessel sustained damage by an aerial bomb which shattered the deck and hull structure in way of the forward port cantilever tank and other minor damages as hereunder by bomb blast or near misses.

On examination, vessel afloat in Sydney Harbour, on the 29th January and subsequent dates, the undersigned:-

FOUND.

Shell plating, port side,
No. 3 plate from stem in
sheerstrake badly buckled.

In first strake below, the
after end of No. 3 plate from
stem and the forward end of
No. 4 plate badly buckled and
holed.

In 2nd strake below sheerstrake
No. 3 plate from stem buckled
and holed.

In 3rd strake below sheerstrake
- a few rivets disturbed.

RECOMMENDED.

To be renewed.

The after end of No. 3 plate
and the forward end of No. 4
plate to be cropped and a new
plate approximately 8'-0"x4'-0"
fitted with inside riveted butt
straps and E.W. at joints each end.

To be renewed for a length of
approximately 22 ft.

Several rivets to be renewed.



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S.S. "PERIOD" (Continued)

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FOUND.

The forecastle sheer strake No. 3 plate from stem badly distorted.

The strake below, No. 4 plate from stem, badly buckled and its after end (forming the bulwark) distorted and partly missing.

Main deck plating, holed and buckled at the port forward corner of No. 1 hatchway.

Deck beams in way distorted.

Hatch coaming, forward end and port side plating partly missing and its foundation angle torn and distorted.

No. 1 port cantilever tank - inboard side plating perforated and distorted, frames buckled and the forward end of tank badly damaged.

Longitudinal girder under deck beams badly distorted

Five short beams with their brackets at forward end of No. 1 cantilever tank badly buckled and broken.

In No. 1 hold port side forward three frames badly buckled and brackets torn.

One frame No. 6 from forward slightly buckled.

Forecastle deck stringer plate buckled on the port side at after end, stanchions and rails missing.

Two forecastle deck beams distorted on the port side.

Wood deck of forecastle broken and splintered at the after end port side.

No. 1 port winch on forecastle deck - frame and bed plate broken, connecting rods and shafts bent, steam and exhaust pipes damaged and their guards torn off.

RECOMMENDED.

To be renewed for approximately 18 ft.

To be renewed for approximately 21 ft. Bulwarks to be renewed for approximately 10 ft., three stanchions and freeing port door of bulwarks to be renewed.

Deck plating between forecastle and No. 1 hatchway to be removed, faired and replaced. Two plates on the port side to be renewed.

Three beams to be removed, faired and replaced.

The forward end of hatchway to be renewed.

Three plates to be renewed on inboard side of tank, forward end to be renewed and boundary angle part renewed. Frames to be faired and riveted.

To be renewed for approximately 10 ft.

To be renewed.

Three frames to be part renewed (approximately 10 ft.)

To be faired in place.

Stringer to be cropped for a length of 15 ft. at after end faired and replaced. Stanchions and rails to be renewed.

To be cropped and part renewed for approximately 10 ft.

To be lifted on the port side in way of the damage and repairs, and renewed from breakwater to after end.

Side frames and bed plate to be renewed, rods faired or renewed and winch reconditioned, steam and exhaust pipes and guards in way to be renewed.

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FOUND.

No. 1 starboard winch bed sprung and disturbed.

Forecastle bulkhead on port side buckled, holed and otherwise distorted. Crews wash place W.C. erection demolished.

Numerous fittings in forecastle accommodation space destroyed or badly damaged, including partitions bunks lockers electric fittings etc. 2 W.C. pans, 2 wash basins, 1 wash trough, 2 showers, steam heater and 2 side-lights.

In Boatswain's and Donkey mess rooms - all furnishings and fittings damaged - 4 beds, 4 lockers, cupboards settees electric fans lights and wiring.

In sailors accommodation - wooden partitions, furniture and fittings 10 beds, 10 lockers 5 forms, bed linen and carpets 2 electric fans, lights and wiring badly damaged or demolished.

On the starboard side, damage to firemans forecastle W.C. and wash house and sailors mess room - three beds damaged 3 lockers destroyed two electric fans destroyed and two damaged, electric lights and wiring damaged.

De-gaussing cables on port side broken and torn adrift on port side forward.

Steam, exhaust, sanitary and wash deck pipes on the port side forward broken or badly damaged.

Ladder at foot of foremast badly buckled.

Midship accommodation - forward bulkhead of cooks room sprung out of alignment.

The funnel out of alignment - set forward approximately 18" at top and its foundation plate buckled.

Ladder at base of funnel distorted.

Steam pipe to whistle fractured.

RECOMMENDED.

Winch to be lifted, overhauled and bed refitted.

Port side bulkhead of forecastle crews wash place and W.C. renewed throughout. ^{to be}

Furnishings and fittings to be renewed as originally.

To be renewed as originally.

To be renewed as originally.

To be reconditioned throughout, steel bulkhead to be removed, faired and replaced, wood partitions repaired, lockers to be renewed, two fans to be renewed and two repaired. Electric wiring and fittings to be renewed.

To be renewed to the Navy Departments requirements.

To be renewed for lengths of approximately 60 ft. to 80 ft. each.

To be renewed.

To be set back to position and refastened.

Funnel to be re-set to alignment and refitted to its base plate.

To be faired.

To be repaired by brazing.



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FOUND

RECOMMENDED

Bridge - wood front of lower bridge set back, several panels splintered and top railing split.

Damaged panels and top rail to be renewed and wood front refastened.

Two panels on starboard side fore part of bridge splintered.

To be renewed.

Five windows on bridge broken.

To be re-glassed.

Deckhead of wheelhouse sprung and leaking.

To be refastened and caulked as necessary.

No. 4 cantilever tank port side, one deck beam buckled and deck plating adjoining forward bulkhead sprung from bar.

To be faired and repaired by electric welding, rivets to be renewed in bar.

Ballast tank lead pipes in engine room, stokehold and tunnel broken.

To be renewed or repaired as necessary.

Lead pipes to Nos. 2 and 4 port side cantilever tanks broken.

Two pipes to be renewed.

Several bilge suction pipes in No. 3 hold, bunkers, engine room and tunnel, broken or leaking at their flanged joints.

Three pipes to be renewed and others overhauled and rejoined.

Port forward topmast stay damaged.

To be overhauled.

Twelve wooden hatches broken.

To be renewed.

Two tarpaulins badly damaged.

To be renewed.

One drum in life raft port side of fore deck, holed.

Drum to be renewed and raft overhauled.

One double and one single guy-block damaged.

To be repaired by fitting new wood cheeks.

Sundry items - 12 wash buckets and 8 black out chutes in forecabin, missing.

To be renewed.

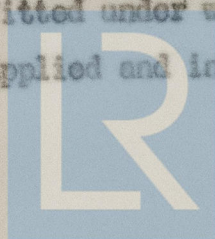
The vessel was placed in dry dock on the 19th May when special examination was made for damage, if any, on the port side below water line. No further damage was found as a result of this examination.

The above recommendations were, in our opinion, necessary to place the vessel in as good a condition as prior to sustaining the aforesaid damage and have now been satisfactorily completed. Before commencing the repairs it was decided by the Owners to extend the forecabin (approximately 10 ft additional length) to make provision for additional accommodation space for crew; the No. 1 hatchway being shortened to suit this extension of forecabin.

The additional work involved in carrying out this alteration included the following:-

Two beams fitted at the after end of forecabin and wood decking extended approximately 10 ft. aft. Four additional pillars fitted under forecabin deck and girders fitted under winch beds.

All furnishing and fittings supplied and installed in this additional crew space.



S. S. "PERIOD" (continued)

The main deck extended aft to suit the new position of the forward end of No.1 hatchway, five new deck beams, fore and aft stringer at centre and two hold pillars (12" x 3½" channels, back to back) with bracket attachments top and bottom.

These alterations are shown on a sketch supplied by the Owners and are not included in the damage repairs.

In order to avoid delay, the No.1 port winch was replaced by a reconditioned winch from the Owners store. Repairs to the damaged frames, bed and shaft will be effected at a convenient opportunity when the winch will be retained as spare.

(SGD) A. J. McCOWAN.

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SURVEYORS TO LLOYD'S REGISTER.



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