

COPY

LLOYD'S REGISTER OF SHIPPING



Port MARSEILLES.

27th March, 1958.

3062.

hook

This is to Certify that

D.A.R. Crowley,

the undersigned Surveyor to this Society did at the request of

Messrs Gellatly Hankey & Co (France) S.A., Lloyd's Agents at Marseilles, and with the consent of the Master, attend on board the S.S. "WORLD PEACE", 10892 Gross Tons, of Monrovia, as she lay in dry dock and subsequently afloat at this port, for the purpose of ascertaining the nature and extent of damages stated to have been sustained as a result of:-

- (1) Vessel grounding in the Suez Canal on the 29th August, 1956.
- (2) Contact damage the cause and date of which could not be stated.
- (3) Encountering heavy weather between the 18th and 20th February 1958, whilst on passage from Mamonal to Immingham in the loaded condition.

For further details please refer to ship's log books at relevant dates.

Upon examination in dry dock the following damage was found and repairs recommended without prejudice to the terms and conditions of the insurance policy or policies.

FOUND

RECOMMENDED

DAMAGE N°1.

Shell plates C6 and D5 indented on their common seam, also D4 indented between frames 69/70, all in N°1 port cargo tank, 2 frames in way slightly buckled.

Plates to be heated and faired in place, frames to be released, heated and faired, total area of plate 10 square yards.

Continued.....

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 ever 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."

RECOMMENDEDE N°2.

1 plate G9 in N°5 starboard tank indented between frames.

Plate to be heated and faired in place.

Miller blade edges found slightly over.

Blade edges to be faired in place.

E N°3.

Port side plating, 14 cracks port and 4 cracks starboard side.

Cracks to be opened out and welded, two doublers to be fitted 4' and 5' in length.

WARD DEEP TANKS.

1 crack 12" long in forward inner plate.
Starboard 1 crack 18" in length in web frame, 10' below tank top.
Crack in centre bulkhead at vertical stiffener.
Crack in after web frame at lower end.

Crack to be veed out and repaired by E.W.

Cracks to be veed out and repaired by E.W.

FOR PUMP ROOM.

Small cracks in forward transverse head plating.

3 cracks to be opened out and repaired by E.W.

NO TANKS.

N°1 (centre)
1 longitudinal bulkhead plating cracks.
Starboard longitudinal bulkhead plating cracks all in way of vertical stiffeners.
Port transverse bulkhead plating cracks in way of lower and middle stringers.

44 cracks to be opened out and repaired by E.W.

N°1 (Port)
Port bulkhead plating 11 cracks in way of lower and middle stringers.

11 cracks to be opened out and repaired by E.W.

N°1 (starboard)
Starboard bulkhead plating 13 cracks in way of lower and middle stringers.

13 cracks to be opened out and repaired by E.W., one doubler to be fitted by E.W.

N°2 (centre)
Forward transverse bulkhead plating cracks in way of lower and middle stringers.

34 cracks to be opened out and repaired by E.W., 34 doublers to be fitted.

Port longitudinal bulkhead plating cracks in way of vertical stiffeners.

15 cracks to be opened out and repaired by E.W.

Continued.....



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FOUND

RECOMMENDED.

Deck N°2 (centre) Continued. Starboard longitudinal bulkhead plating cracks in way of vertical stiffeners.	13 cracks to be opened out and repaired by E.W.
After transverse bulkhead plating cracks in way of lower and middle stringers.	28 cracks to be opened out and repaired by E.W.
Deck N°2 (port) Longitudinal bulkhead plating cracks in way of stiffeners.	15 cracks to be opened out and rewelded, 7 doublers to be fitted.
After transverse bulkhead plating cracks in way of lower and middle stringers.	10 cracks to be opened out and repaired by E.W.
Deck N°2 (starboard) Longitudinal bulkhead plating cracks in way of vertical stiffeners.	14 cracks to be opened out and rewelded, 8 doublers to be fitted by E.W.
After transverse bulkhead plating cracks in way of stringers.	12 cracks to be opened out and repaired by E.W.
Deck N°3 (centre) Forward transverse bulkhead plating 5 cracks in way of lower and middle stringers.	23 cracks to be opened out and repaired by E.W., 17 doubblers to be fitted, by E.W.
Port longitudinal bulkhead plating 5 cracks in way of vertical stiffeners.	14 cracks to be opened out and repaired by E.W.
Starboard longitudinal bulkhead plating 3 cracks in way of vertical stiffeners.	13 cracks to be opened out and repaired by E.W.
After transverse bulkhead plating 11 cracks in way of lower and middle stringers.	11 cracks to be opened out and repaired by E.W.
Deck N°3 (port) Forward transverse bulkhead plating 12 cracks in way of lower and middle stringers.	12 cracks to be opened out and repaired by E.W., doublers to be fitted.
Longitudinal bulkhead plating 12 cracks in way of vertical stiffeners.	12 cracks to be opened out and repaired by E.W., 10 doubblers to be fitted.
After transverse bulkhead plating 20 cracks in way of lower and middle stringers.	20 cracks to be opened out and repaired by E.W.

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Tank N°3 (starboard)
Forward transverse bulkhead plating
cracks in way of lower and middle
stringers.

13 cracks to be opened out
and repaired by E.W.

Longitudinal bulkhead plating
cracks in way of vertical stiffeners.

10 cracks to be opened out
and repaired by E.W., 10
doublers to be fitted.

After transverse bulkhead plating
cracks in way of lower and middle
stringers.

9 cracks to be opened out
and repaired by E.W.

Tank N°4 (centre)
Forward transverse bulkhead plating
3 cracks in way of lower and middle
stringers.

13 cracks to be opened out
and repaired by E.W., 13
doublers to be fitted.

Port longitudinal bulkhead plating
cracks in way of vertical stiffeners.

9 cracks to be opened out
and rewelded.

Starboard longitudinal bulkhead plating
11 cracks in way of vertical stiffeners.

11 cracks to be opened out
and rewelded.

After transverse bulkhead plating
welding of 3 existing doublers in way
of lower stringer found fractured.

3 doublers to be rewelded.

Tank N°4 (port)
Longitudinal bulkhead plating
10 cracks in way of vertical stiffeners.

10 cracks to be opened out
and repaired by E.W., 8
doublers to be fitted.

After transverse bulkhead plating
4 cracks in way of lower stringer.

4 cracks to be opened out
and repaired by E.W.

Tank N°4 (starboard)
Forward transverse bulkhead plating
4 cracks in way of lower stringer.

4 cracks to be opened out
and repaired by E.W.

Longitudinal bulkhead plating
11 cracks in way of vertical stiffeners.

11 cracks to be opened out
and repaired by E.W., 10
doublers to be fitted.

After transverse bulkhead plating
4 cracks in way of lower stringer.

4 cracks to be opened out
and repaired by E.W.

Tank N°5 (centre)
Port longitudinal bulkhead plating
1 crack in way of vertical stiffener.

1 crack to be opened out
and repaired by E.W.

Starboard longitudinal bulkhead plating
6 cracks in way of vertical stiffeners.

6 cracks to be opened out
and repaired by E.W.

After transverse bulkhead plating
13 cracks in lower and middle stringers.
way of

13 cracks to be opened out
and repaired by E.W.

Continued.....



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FOUND.

RECOMMENDED.

N°5 (port)
ard transverse bulkhead plating
acks in way of lower stringer.

4 cracks to be opened out,
welded and doublers to be fitted.

itudinal bulkhead plating
acks in way of after vertical
ffener.

2 cracks to be opened out and
welded and one doubler to be
fitted.

N°5 (starboard)
ard transverse bulkhead plating
acks in way of middle stringer.

3 cracks to be opened out,
welded and 3 doublers to be fitted.

itudinal bulkhead plating
acks in way of after vertical
ffener.

6 cracks to be opened out and
welded, 4 doublers to be fitted.

r transverse bulkhead plating
acks in way of lower stringer.

6 cracks to be opened out and
repaired by E.W.

N°6 (centre)
ard transverse bulkhead plating
acks in way of middle stringer,
way of lower stringer.

II cracks to be opened out and
rewelded, II doublers to be
fitted.

longitudinal bulkhead plating
acks in way of vertical stiffeners.

13 cracks to be opened out and
repaired by E.W.

board longitudinal bulkhead
acks in way of vertical stiffeners.

13 cracks to be opened out and
repaired by E.W.

er transverse bulkhead plating
acks in way of lower and middle
ingers on existing doublers.

9 cracks to be opened out and
rewelded, doublers to be rewelded

N°6 (port)
ard transverse bulkhead plating
acks in way of lower and middle
ingers.

9 cracks to be opened out and
welded, 5 doublers to be fitted.

itudinal bulkhead plating
acks in way of vertical stiffeners.

II cracks to be opened out and
welded, 9 doublers to be fitted.

er transverse bulkhead plating
acks in way of lower and middle
ingers.

7 cracks to be opened out and
repaired by E.W.

N°6 (starboard)
ard transverse bulkhead plating
acks in way of lower stringer.

5 cracks to be opened out and
welded, 4 doublers to be fitted.

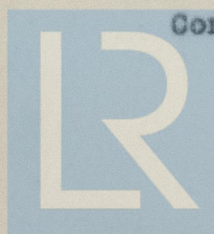
itudinal bulkhead plating
acks in way of forward vertical
ffener.
acks in way of after vertical
ffener.

15 cracks to be opened out and
welded, 12 doublers to be
fitted.

er transverse bulkhead plating
acks in way of lower and middle
ingers.

8 cracks to be opened out and
repaired by E.W.

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11.

RECOMMENDED.

Bank N°7 (centre)
Longitudinal bulkhead plating
cracks in way of vertical stiffeners.

13 cracks to be opened out
and repaired by E.W.

Starboard longitudinal bulkhead plating
cracks in way of vertical stiffeners.

11 cracks to be opened out
and repaired by E.W.

After transverse bulkhead plating
cracks in way of middle stringer.

20 cracks to be opened out
and repaired by E.W.

Bank N°7 (port)
Forward transverse bulkhead plating
cracks in way of lower stringer.

8 cracks to be opened out
and welded, 4 doublers to
be fitted.

Longitudinal bulkhead plating
cracks in way of vertical stiffeners.

12 cracks to be opened out
and welded, 10 doublers to
be fitted.

After transverse bulkhead plating
cracks in way of middle and lower
stringers.

8 cracks to be opened out
and repaired by E.W.

Bank N°7 (starboard)
Longitudinal bulkhead plating
cracks in way of vertical stiffeners.

12 cracks to be opened out
and welded, 10 doublers to
be fitted.

After transverse bulkhead plating
cracks in lower and middle stringers.

12 cracks to be opened out
and repaired by E.W.

Bank N°8 (centre)
Forward transverse bulkhead plating
cracks in way of middle and lower
stringers.

27 cracks to be opened out
and rewelded, 25 doublers to
be fitted.

Port longitudinal bulkhead plating
cracks in way of after vertical
stiffener.

6 cracks to be opened out
and repaired by E.W.

Starboard longitudinal bulkhead plating
0 cracks in way of vertical stiffeners.

10 cracks to be opened out
and repaired by E.W.

After transverse bulkhead plating
4 cracks in way of lower and middle
stringers.

24 cracks to be opened out
and repaired by E.W.

Bank N°8 (port)
Forward transverse bulkhead plating
cracks in lower and middle stringers.

4 cracks to be opened out
and welded, 4 doublers to
be fitted.

Longitudinal bulkhead plating
5 cracks in way of after vertical
stiffener.

6 cracks to be opened out
and welded, 5 doublers to
be fitted.

After transverse bulkhead plating
7 cracks in way of lower and middle
stringers.

7 cracks to be opened out
and welded, 3 doublers to
be fitted by E.W.

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FOUND.

RECOMMENDED.

Tank N°8 (Starboard)

Forward transverse bulkhead plating
II cracks in way of middle and lower
stringers.

II cracks to be opened out
and welded, 9 doublers to
be fitted by E.W.

Longitudinal bulkhead plating
10 cracks in way of vertical
stiffeners.

10 cracks to be opened out
and welded, 8 doublers to be
fitted by E.W.

After transverse bulkhead plating
cracks in way of lower and middle
stringers.

9 cracks to be opened out
and welded, 6 doublers to
be fitted by E.W.

Tank N°9 (Centre)

Forward transverse bulkhead plating
10 cracks in way of middle stringer
and II cracks in way of lower stringer.

21 cracks to be opened out
and welded, 19 doublers to
be fitted by E.W.

Port longitudinal bulkhead plating
10 cracks in way of vertical
stiffeners.

10 cracks to be opened out
and repaired by E.W.

Starboard longitudinal bulkhead
plating 9 cracks in way of vertical
stiffeners.

9 cracks to be opened out
and welded, 3 doublers to
be fitted.

After transverse bulkhead plating
cracks in way of lower stringer,
crack in bulkhead adjacent to
deck port side.

3 cracks to be opened out
and welded, 1 doubler to be
fitted.

Tank N°9 (Port)

Forward transverse bulkhead plating
cracks in way of lower stringer.

2 cracks to be opened out
and welded, 2 doublers to
be fitted by E.W.

Longitudinal bulkhead plating
8 cracks in way of vertical
stiffeners.

12 cracks to be opened out
and welded, 10 doublers to
be fitted by E.W.

Tank N°9 (Starboard)

Longitudinal bulkhead plating
cracks in way of vertical
stiffeners.

9 cracks to be opened out
and welded, 5 doublers to be
fitted by E.W.

During testing of tanks a further
7 cracks were found in the bulkhead
plating.

All tanks to be tested after
completion of repairs, 17
additional cracks to be
opened out and rewelded.

BILGE KEEL.

0 rivets found slack in shell angle
connection to port bilge keel plate.

Rivets to be renewed.

Starboard bilge keel plate 3 small
cracks.

Cracks to be opened out and
rewelded.

Forward pump room grating of sea
valve box missing.

Grating to be renewed.

Continued.....



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FOUND.RECOMMENDED.DECK ITEMS

catwalk connection to bridge front
found buckled.

2 steel angle bars to be
fitted, under catwalk.

Indlass exhaust line distance piece
and exhaust pipe fractured.

Distance piece and pipe to
be renewed.

Indlass guards port and starboard
missing.

2 guards to be supplied.

Forehead cargo light missing.

To be supplied.

10 tank lid butterfly nuts missing.

Butterfly nuts to be supplied.

Air pipe gauzes for bunker tanks
broken.

Air pipe gauzes to be renewed.

Strainer on condensate pipe broken.
Smothering line 2 1/2" diam. pipe
also bulkhead distance piece fractured.

Strainer to be renewed.
5 ft. of pipe to be renewed.

Funnel hood plates found to be missing.

120 sq.ft. of 1/4" plate to
be supplied and fitted.

Mooring winch steel exhaust pipe 3"
diam. fractured.

Pipe to be renewed using old
flanges.

Butterworth piping one pipe 5" diam.
15 ft. long fractured.

To be renewed.

Main steam line pipe 5" diam. (copper)
leaking at flange.

To be re-brazed.

Heating coils one steam supply pipe
and one distance piece on pump room
bulkhead fractured.

To be renewed.

Main cargo pumps suction line Tee
pieces 3 fractured.

3 Tee pieces 12" and 10" diam.
to be renewed using old flanges

Cargo stripping pump suction line
one pipe fractured.

Pipe to be renewed.

After pump room main cargo pump
2 discharge Tee pieces 10" diam. and
2 suction line Tees 12" fractured.

4 Tee pieces to be renewed
using old flanges.

Port and starboard stripping pumps
relief valve piping fractured.

Pipes to be renewed, using old
flanges.

CARGO TANKS.

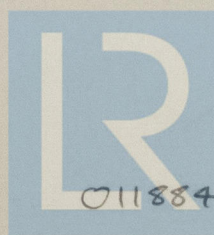
N°1 centre tank. 1/10" Tee piece
fractured.

To be renewed 2 ft in length.

N°2 centre tank. 2-6", 1-12", 2-10"
diam. pipes fractured.

To be renewed using old flanges
where possible.

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FOUND.

Port centre & starb'd tanks.
4-10", 2-6" diam. cargo pipes
ured.

ank (centre)
and 1-6" diam. cargo pipes
ured.

N°5 (centre)
diam. pipe and 1-12" bulkhead
nce piece fractured.

ank (centre)
pipes and 1-12" Tee piece
ured.

ank (centre)
and 2-6" diam. pipes and 2-6"
ieces fractured.

ank (centre)
and 1-12" bulkhead pieces, 3-6"
-12" pipes and 1-6" Tee fractured.

ank (centre)
, 1-6" diam. pipes, 1-12" Tee, 1-6"
head distance piece fractured.

RECOMMENDED.

8 pipes to be renewed,
2 fractures to be opened
out and welded, doublers
to be fitted.

1 pipe to be renewed,
1 fracture to be veed out
and welded, doubler to be
fitted.

2 pipes and 1 distance piece
to be renewed.

2 pipes to be renewed, 1 Tee
piece to be renewed, 2
fractures to be veed out and
rewelded.

Pipes and Tee pieces to be
renewed.

All to be renewed.

All to be renewed.

In my opinion, the above damages may be reasonably attributed
to the alleged causes. In the case of the Heavy Weather Damage it is
considered that this damage is due to straining in heavy weather and is
cumulative since the previous drydocking which was in July 1956.

The repairs were entrusted by the Owners to Messrs Sté. des Anc.
Lloignard of this port, the cost being as follows:-

ME (1)	L.I.170.-
ME (2)	L. 154.-
ME (3)	L.27.555.-

General expenses including 5 days in dry dock L.2.771.-
time was worked in connection with Damage (3) on the night of the
March, 1958, the cost of the excess overtime being L.II4.- this is
added in the total of L.27.555.-

All the above repairs have been completed to my satisfaction
costs are considered to be fair and reasonable for this port. Repairs
completed on the morning of March 26th and the vessel sailed PM the
day.

.....	Frs.27.000.-
uses.....	" 2.250.-
l.....	Frs.29.250.-

(sgd) D.A.R.Crowley.
Surveyor to Lloyd's Register.
D.A.R. Crowley.



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