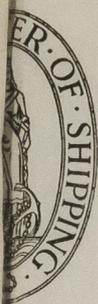


COPY

# 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

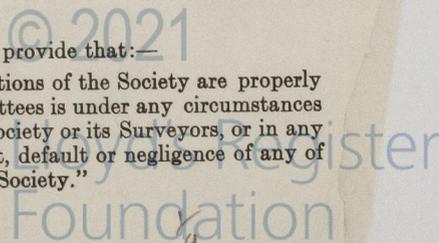
DAMAGE N°1.

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."



RECOMMENDED

R. OF SHIPB...

E N°2.

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 stringer plate. 1 crack 18" in length in port web frame, 10' below tank top. 1 crack in centre bulkhead at lower end. 1 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 bulkhead plating.

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

NO TANKS.

N°1 (centre) 1 longitudinal bulkhead plating cracks. 1 starboard longitudinal bulkhead plating cracks all in way of vertical stiffeners. 1 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) 1 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) 1 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) 1 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.

1 port longitudinal bulkhead plating cracks in way of vertical stiffeners.

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

Continued.....



© 2021 Lloyd's Register Foundation

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  
8 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.

Continued.....



© 2021

Lloyd's Register  
Foundation

Continued.

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  
cracks in way of lower and middle  
stringers.

15 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  
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  
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  
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  
15 cracks in lower and middle stringers.  
way of

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

Continued.....



© 2021

Lloyd's Register  
Foundation

011884-011889-0079 4

FOUND.

RECOMMENDED.

N°5 (port)  
 Forward transverse bulkhead plating  
 cracks in way of lower stringer.

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

Longitudinal bulkhead plating  
 cracks in way of after vertical  
 stiffener.

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

N°5 (starboard)  
 Forward transverse bulkhead plating  
 cracks in way of middle stringer.

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

Longitudinal bulkhead plating  
 cracks in way of after vertical  
 stiffener.

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

Forward transverse bulkhead plating  
 cracks in way of lower stringer.

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

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

11 cracks to be opened out and  
 rewelded, 11 doublers to be  
 fitted.

Longitudinal bulkhead plating  
 cracks in way of vertical stiffeners.

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

Starboard longitudinal bulkhead  
 cracks in way of vertical stiffeners.

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

Forward transverse bulkhead plating  
 cracks in way of lower and middle  
 stringers on existing doublers.

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

N°6 (port)  
 Forward transverse bulkhead plating  
 cracks in way of lower and middle  
 stringers.

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

Longitudinal bulkhead plating  
 cracks in way of vertical stiffeners.

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

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

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

N°6 (starboard)  
 Forward transverse bulkhead plating  
 cracks in way of lower stringer.

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

Longitudinal bulkhead plating  
 cracks in way of forward vertical  
 stiffener.

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

Cracks in way of after vertical  
 stiffener.

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

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

Continued.....



inued.

RECOMMENDED.

11.

Bank N°7 (centre)  
6 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.

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 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  
7 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  
6 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  
4 cracks in lower and middle stringers.

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

Starboard 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.

Continued.....



© 2021

Lloyd's Register

011884-011889 Foundation

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  
10 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, 5 doublers to  
be fitted.

After transverse bulkhead plating  
10 cracks in way of lower stringer,  
1 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  
10 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  
10 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.

9 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.....



© 2021

Lloyd's Register  
Foundation

011884-011889-0079 1/9

FOUND.RECOMMENDED.DECK ITEMS

catwalk connection to bridge front  
found buckled.

2 steel angle bars to be  
fitted, under catwalk.

Windlass exhaust line distance piece  
and exhaust pipe fractured.

Distance piece and pipe to  
be renewed.

Windlass guards port and starboard  
missing.

2 guards to be supplied.

Forehead cargo light missing.

To be supplied.

Oil 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.

Continued.....



© 2021

Lloyd's Register  
Foundation

011884-011889-0079

ued.

27.3.58.

FOUND.

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

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

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"  
ead distance piece fractured.

RECOMMENDED.

6 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.  
L'oiseigneur of this port, the cost being as follows:-

RE (1)	L.1.170.-
RE (2)	L. 154.-
RE (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.114.- 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.-
.....	" 2.250.-
.....	Frs.29.250.-

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



© 2021

Lloyd's Register  
Foundation