

REC'D NEW YORK AUG 9 1966

Received London

15. AUG 1966

Ship's Name	SS /MS "ARES III" (ex "Clutha River")	Port	Galveston
Processing Number: LR	507628	Gross tons	12,323
Port of Registry	Chios	Date of build	6-1952
No. of visits	One	Is there a Rpt. 9?	No
Cert. B issued & copy herewith?	Yes	First date	and
Date of completing rpt.	4-8-66	Last date	28-7-66
Safcon Cert. (ST) issued & copy herewith?	No	Damage rpt. issued & copy herewith?	Yes
Has a Load Line Survey been held?	No	Last rpt. (H.Q. only)	FAL. 14896.
		Surveyed at, if different from Port above	Houston, Texas
		If surveyed in D.D. last date of examination	-
		Summer freeboard as verified	No

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees	-	Damage fee	\$90.00	Expenses	\$7.00
-------------	---	------------	---------	----------	--------

S.A. fee -

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

I have surveyed the above-named ship in accordance with the Rules for damage alleged sustained in consequence of collision with a U.S. Flag Oil Tanker (name as yet unknown) on July 23, 1966 at 0000 hours during passage from Falmouth, England to Houston, Texas.

The following damage was found:-

- Poop Deck Structure - Starboard Side
1st strake of side shell plating above main deck sheer strake set over in upper area of plate from about four feet forward of poop bulkhead to 10 ft. aft of bulkhead.
No. 2 plate in strake above main sheer also set in at upper area of plate for a distance of about 2'-0" from forward end of plate.
- Poop deck stringer plate crushed and distorted from forward end of poop deck for a distance of about 12 ft. aft at outboard area of plate and deck beams in way distorted.
- Poop boat deck stringer plate crushed and distorted at outboard side from forward end to about 8 ft. aft and 4'-0" wide and three deck beams bent at outboard ends.
- Poop Deck - Starboard side bulwark plating set in and distorted for a distance of about 12'-0" at forward end, together with bulb angle cap rail and cap rail fractured in one location. (See Contn.)

D/R
JA

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with/without fresh record of ~~dry-docking~~ survey, subject to set in shell plating, No. 1 plate in strake above main sheer, distorted poop deck plating and after boat deck plating, set in bulwark plating and stiffeners, and distorted after boat deck beams, etc., all starboard side, forward of poop deck, being specially examined and dealt with as found necessary at next dry docking.

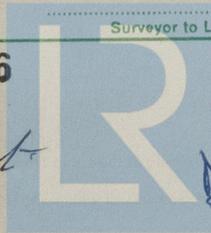
(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee **NEW YORK** AUG 10 1966

Minute

As how. Subject

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

012036 012041-0066 1/2

FAL 22/7
ALSO FOR

SPL FOR

TRO DEPT RECORDS

SRL

POSTING

HEADER

CERT

†Condition

†Condition

Shell plating	*Hatchways
Sternframe	*Ventilators & air pipes
Rudder	*Casings
Was rudder lifted?	*Fiddley openings
Plating, etc. in way of shell openings	*Skylights
F.P. spaces	*Flush deck scuttles
Chain locker	*Deckhouses & companionways
A.P. spaces	*Superstructures
Engine space	*Side, bow & sterndoors
Boiler space	*Side scuttles & deadlights
Under E. & B.	*Ash shoots, etc.
Coal bunker	Scuppers, discharges & valves
Tunnel & well	Guard rails & bulwarks
Duct keel	Freeing ports
Cement, asphalt, etc., on btm. shell	Gangways & lifelines
Weather decks	Fittings & appliances for timber deck cargoes
Sounding pipes with doublers under	Means of escape:
Windlass	(a) machinery spaces
Masts & standing rigging	(b) crew and passenger spaces
Hand pumps & suction	(c) spaces in which crew normally employed
W.T. doors	Communications between:
Fire equipment	(a) bridge & eng. room
Other items:	(b) bridge and alternative steering position
	Steering control systems (main and alternative)
	Helm Indicator
	Protection of aft steering wheel & gear
	Steering arrangements (main)
	„ (aux.)

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter
Fee ltr., if diff. from eqpt. ltr.
Anchors: No. on board

Cables

State if ranged
Length on board
Mean dias. range from
Rule length
Mooring ropes

© 2021
Dia.

Lloyd's Register
Foundation

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

Ship's Name ~~SS~~/MS "ARES III"

Port Galveston

Rpt. No. 8411

- (5) Poop Deck Forward Bulwark plating crushed at outboard side and set in and distorted for a distance of 3 ft. from starboard side, cap rail in way distorted.
- (6) Poop Boat Deck - Starboard side bulwark plating set in and distorted at forward end for a distance of about 10 feet together with cap rail and one stiffener bent.

Poop Boat Deck - Forward Bulwark plating set in and distorted at outboard end for a distance of 4'-0" together with cap rail.
- (7) Channel bar upright stanchion between poop deck and poop boat deck, at forward end of deck, bent and boat deck scupper pipe in way crushed and bent.
- (8) Gusset Plate attached to forward end of poop deck and 1st strake above sheer distorted in way of poop bulkhead and two frames and one deep frame distorted.

The Owners Representative requested that repairs be deferred until a time and place more convenient to the Owners, therefore it was recommended that the damage be further examined and dealt with as recommended at next dry docking, the vessel being considered in efficient condition meanwhile.

W.D. Warale

