

COPY



LLOYD'S REGISTER OF SHIPPING

Port..... Galveston, Texas

Date..... July 28, 1966

This is to Certify that at the request of
the Owners Representative, the undersigned Surveyor to this Society did attend on board the

M/S "ARES III" 12,323 tons gross of Chios

on July 28, 1966 whilst the vessel lay afloat at Adams Terminal, Houston, Texas for the purpose of ascertaining the nature and extent of damage alleged sustained by collision with an American Oil Tanker, name at present unknown, on July 23, 1966, at 0000 hours, during passage from Falmouth, England to Houston, Texas.

For further particulars please refer to vessel's log books.

On examination the following damage was noted:

- (1) 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.
- (2) 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.
- (3) 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.
- (4) 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.
- (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.

(See Contn.)

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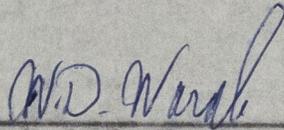
(6) Poop Boat Deck - Starboard side bulwark plating set in and distorted at forward end for a distance of about 10 feet together with cap rail and one stiffener bent.

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. Wardle
Surveyor to Lloyd's Register



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