COPY.

Lloyd's Register of Shipping.

Port KIEL
31st May, 1949

This is to Certify that

L.J. CORLETT

the undersigned Surveyor to this Society did at the request of

the Owners' Agents attend on board the S.S. "WILLIAM HUMAN", 1793 tons gross, of London, as she lay afloat and in floating dock on the 4th of March, 1949, and subsequently, to collaborate with the Classification Surveyor (B.C.) on behalf of the Owners.

This vessel sustained mine damage on the 27th of February 1949 whilst on voyage with cargo of coal from Ellesmere Port to Kolding, and was brought in low to Kiel.

The coal cargo was discharged and the vessel placed on the floating dock for examination on the 8th March 1949. The engine room which had been flooded was drained and examination disclosed the following damage:

Starboard Side

A. 7 fractured right across and buckled, and keel plate landing in way slightly set up.
Welded butt between B. 7 and B. 8 welding fractured.

Port Side

B. 6 fractured full width and extended into adjacent C strake plate (C 3).
Sheer strake plate in way of bridge front port side fractured and fracture extended 15" into the 1st below sheer.
Stringer plate in way fractured.
2 B.A. shell frames fractured.

The hatch coaming stiffeners between Nos. 1 & 2 hatches port and starboard fractured and similar fractures on the fore end of after hatch starboard side.

The engine room damage encluded the following:
Main engine bedplate fractured in way of holding down bolts at fore end port side.
All three cam shaft brackets fractured.
Two tunnel bearings fractured.
Main centrifugal circulating pump impeller casing fractured.
Auxiliary circulating pump feet broken and inlet water branch cracked.
Inboard and outboard ballast pump discharge branch to manifold fractured.
Seating under Nos. 1 & 2 main feed pumps, auxiliary feed pump, main circulating pump and turning engine all cracked.
Generator crank case cracked.
And a large number of small pipe connections broken off.

P.t.o.

Surveyor to Lloyd's Register of Shipping.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :—
"the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
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or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

m.9.48. (MADE AND PRINTED IN ENGLAND.)

There is also electrical damage which was not dealt with and frames of Nos. 1, 3 & 4 winches fractured.

The Owners were informed of the extent of permanent repairs and it was estimated that these would take about six weeks, they were also acquainted of the minimum temporary repairs required to enable the vessel to proceed in tow to a U.K. port for permanent repairs. The Owners finally decided to effect permanent repairs to shell and deck plating only and arranged for the vessel to be towed to a U.K. port. A certificate to cover this voyage was issued by the classification Surveyor.

Repairs now effected

A. 7 (S.S.) cropped and part renewed (6'-6" x 7'-6").
Keel plate landings in way faired in place.
Welded butt B 7 & 8 veed out and electrically welded.
B. 6 and C. 3 (P.S.) cropped and part renewed with one plate (10'-
Sheer strake (P.S.) cropped and part renewed (10'-0"x5'-9")
1st below sheer strake in way of above cropped and part renewed(3'
Stringer plate in way cropped and part renewed (2'-8"x1'-4").
Both fractured B.A. frames were electrically welded and fitted wi
back bars.
The hatch coaming stiffeners were electrically welded and reinfro
with a welded plate extending beyond the hatch corner.

On completion, the shell and deck plating in way of repairs w
tested and found satisfactory.