

COPY.

Lloyd's Register of Shipping.



Port Alexandria.

19th. May, 1942.

This is to Certify that

I, A. C. BONE,

the undersigned Surveyor to this Society did at the request of

Messrs. HANLEY & CO. Succrs. GIVAN, LESLY & CO, Lloyd's Agents

Alexandria, on behalf of Messrs. Worms & CO, Steamship Agents,

Alexandria, attend on board the S.S. "BOCENE" 4216 tons gross of

London in ballast condition on the 1st. May, 1942 and subsequent

dates, whilst that vessel was lying moored in the inner harbour of

this Port for the purpose of ascertaining the nature and extent of

damage alleged to have been sustained as follows:-

(1). The Master stated that the vessel grounded off Ras Burun on the 19th. April, 1942 whilst on a voyage from Haifa to Alexandria said (Extract of Ships Log Book attached).

(2). The Master stated that the vessel was attacked by enemy aircraft whilst at Tebruk on the 25th. April, 1942.

For further particulars please see Ship's Log Book.

The following is the damage found with recommendations for permanent repairs:-

(1). Due to grounding on the 19th. April, 1942.

The vessel now examined throughout internally and no damage found attributable to said grounding.

This 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 executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever 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."

2) Due to Air Raid on the 25th. April, 1942.FOUNDHULL

Shell plating, Port side (numbers from fwd.).
 N°6 plate main sheer strake holed in 2 places
 1 hole approx. 8 sq. ins. and 1 hole approx.
 2 sq. ins.

N°7 plate main sheer strake holed in 1 place
 approx. 1 sq. in. and indented in 3 places
 each indent approx. 2 sq. in.

N°8 plate main sheer strake badly buckled.

N°9 plate main sheer strake badly buckled.

N°10 plate main sheer strake slightly buckled.

N°6 plate 2nd. strake below main sheer strake
 holed in 1 place approx. 2 sq. ins.

N°8 plate 2nd. strake below main sheer strake
 holed in 2 places each approx. 1 sq. in.

Main deck. (in way N°3 Summer Tank, Port).
 1 stringer plate badly buckled.

1 stringer plate badly buckled.

1 stringer plate badly buckled.

1 stringer plate badly buckled.

1 plate 1st. strake inside stringer plate
 badly buckled.

1 plate 1st. strake inside stringer plate
 badly buckled.

1 plate 1st. strake inside stringer plate
 badly buckled.

1 plate 2nd. strake inside stringer plate
 badly buckled.

1 plate 2nd. strake inside stringer plate
 badly buckled.

1 plate 2nd. strake inside stringer plate
 badly buckled.

Deck margin angle badly buckled
 60'0" x 4" x 4" x $\frac{1}{8}$ ".

1 cargo hatch buckled.

RECOMMENDED

To be renewed
 13' x 4'6" x $\frac{3}{8}$ ".

To be renewed
 20' x 4'6" x $\frac{5}{8}$ ".

To remove fair and replace
 23'6" x 4'0" x $\frac{5}{8}$ ".

To remove fair and replace
 27'3" x 4'0" x $\frac{5}{8}$ ".

To fair in place.

To be renewed
 18'0" x 5'6" x $\frac{9}{16}$ ".

To be renewed
 18'0" x 5'6" x $\frac{9}{16}$ ".

To crop, remove, fair and
 replace 6'6" x 4'4" x $\frac{1}{2}$ ".

To remove fair and replace
 23'0" x 4'4" x $\frac{1}{2}$ ".

To remove fair and replace
 22'0" x 4'4" x $\frac{1}{2}$ ".

To crop, remove fair and
 replace 5'0" x 4'4" x $\frac{1}{2}$ ".

To remove fair and replace
 26'7" x 5'6" x $\frac{7}{16}$ ".

To remove fair and replace
 26'6" x 5'6" x $\frac{7}{16}$ ".

To crop, remove fair and
 replace 13'0" x 5'6" x $\frac{7}{16}$ ".

To crop, remove, fair and
 replace 18'6" x 5'6" x $\frac{7}{16}$ ".

To remove fair and replace
 26'6" x 5'6" x $\frac{7}{16}$ ".

To crop, remove fair and
 replace 14'0" x 5'6" x $\frac{7}{16}$ ".

To remove fair and replace.

To remove fair and replace
 6'0" x 4'3" (1'0" x 4" x
 $\frac{5}{8}$ b.a.).

FOUND

1 steel hatch cover destroyed.

Nº3 Summer Tank, Port (internally).

3 longitudinal shell frames slightly buckled in places for whole length of 52'0" (6" x 4" x $\frac{1}{2}$ " b.s.).

5 vertical shell frames (web) badly buckled each 8'6" x 1'9" x 4" x 4" x $\frac{1}{2}$ ".

10 vertical shell frame connecting brackets slightly buckled each 3'0" x 2'6" x $\frac{3}{8}$ ".

4 longitudinal underdeck beams badly buckled each 52'0" x 6" x 4" x $\frac{1}{2}$ " b.s.

8 underdeck connecting brackets slightly buckled each 2'0" x 2'0" x $\frac{3}{8}$ ".

5 athwartship underdeck beams badly buckled each 12'0" x 10" x 4" x 4" x $\frac{1}{2}$ ".

10 athwartship underdeck beam connecting brackets slightly buckled each 2'6" x 2'6" x $\frac{3}{8}$ ".

Fore and aft division bulkhead plating slightly buckled 52'0" x 8'6" x $\frac{3}{8}$ ".

Summer tank bottom plating slightly buckled 52'0" x 12'0" x $\frac{3}{8}$ ".

Nº5 Main Cargo Tank, Port.

3 fore and aft division bulkhead longitudinal stiffeners slightly buckled, each 26'0" x 6" x 4" x $\frac{1}{2}$ ".

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x $\frac{3}{8}$ ".

2 fore and aft division bulkhead vertical stiffeners slightly buckled each 8'6" x 1'9" x 4" x 4" x $\frac{1}{2}$ ".

4 longitudinal beams under summer tank bottom slightly buckled 26'0" x 6" x 4" x $\frac{1}{2}$ ".

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x $\frac{3}{8}$ ".

Nº6 Main Cargo Tank, Port.

3 fore and aft division bulkheads longitudinal stiffeners slightly buckled, each 26'0" x 6" x 4" x $\frac{1}{2}$ ".

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x $\frac{3}{8}$ ".

2 fore and aft division bulkhead vertical stiffeners slightly buckled each 8'6" x 1'9" x 4" x 4" x $\frac{1}{2}$ ".

RECOMMENDED

To be renewed
6'0" x 4'3" x $\frac{5}{8}$ "
4 cargo hatch stanchions
to remove for access.

To fair in place.

To remove fair and replace.

To remove fair and replace.

To remove fair and replace.

To remove fair and replace.

To be renewed.

To remove fair and replace.

To remove fair and replace.

To remove fair and replace.

To remove, fair and replace.

To remove fair and replace.

To remove fair and replace.

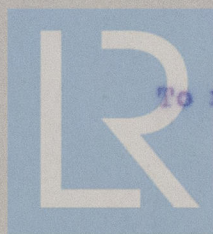
To remove fair and replace.

To remove fair and replace.

To remove fair and replace.

To remove fair and replace.

To remove fair and replace.



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W1131-01735

FOUNDRECOMMENDED

4 longitudinal beams under summer tank bottom slightly buckled 26'0" x 6" x 4" x $\frac{1}{2}$ ".

To remove, fair and replace.

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x $\frac{3}{8}$ ".

To remove, fair and replace.

Boat Deck (aft) planking leaking.

To be caulked.

Chart Room:- 3 windows broken,

To be renewed.

Bridge wood screen 1 plank holed 3'0" x 4" x 1".

To be renewed.

2nd. Officers Cabin wood lining holed in 4 places.

To be repaired.

Machinery.

Main Condenser inlets and tubes choked.

Inlets to be cleaned and condenser cleaned and tested.

Dynamo not working satisfactory and wiring to accommodation amidships defective.

Dynamo to open up for examination and test and wiring to be repaired where defective. Wiring to be tested throughout the vessel.

Telephones (4) stated to be defective
Telemotor stated to be defective.

To be repaired.
Steering gear and telemotor to be examined complete and tested.

Deck steam lines and deck pipe lines stated to be leaking.

Pipe lines to be tested and repaired.

Lifeboats.

No 2 (Port) lifeboat, 2 planks holed by splinters.

Hull planks to crop and renew each approx. 3'0" x 4" x $\frac{1}{2}$ ".

No 4 (Port) lifeboat, 1 plank holed by splinter.

Hull plank to crop and renew approx. 3'0" x 4" x $\frac{1}{2}$ ".

As this vessel was urgently required for service permanent hull & lifeboat repairs could not now be carried out and the following temporary repairs have now been completed.

FOUNDRECOMMENDEDNOW DONE.

Shell plating Port side (numbers from forward.)

No 6 plate main sheer strake holed in 2 places 1 hole approx. 8 sq. ins. and 1 hole approx. 2 sq. ins.

To be renewed
13' x 4'6" x $\frac{3}{8}$ "

Electro welded patches fitted.

No 7 plate main sheer strake holed in 1 place approx. 1 sq. in. and indented in 2 places each indent approx. 1 sq. in.

To be renewed
20'0" x 4'6" x $\frac{5}{8}$ "

Electro welded

No 8 plate 2nd. strake below main sheer strake holed in 1 place approx. 2 sq. ins.

To be renewed
18'0" x 5'6" x $\frac{9}{16}$ "

Electro welded



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FOUNDRECOMMENDEDNOW DONE

N°8 plate 2nd.
strake below main
sheer strake holed
in 2 places approx
1 sq. in.

To be renewed
18'0" x 5'6" x 9/16

Electro welded.

In way damaged deck plating
temporary under deck channel
bar stiffeners to be fitted.
1 channel bar fore and aft
under deck with brackets
52'0" x 6" x 4" x 4" x 1/2"

5 channel bar vertical supports
with brackets 8'6" x 6" x 4"
x 4" x 1/2"

2 channel bar athwartship
stiffeners with brackets 12'0"
x 6" x 4" x 4" x 1/2"

Completed.

Lifeboats.

N°2 (Port) lifeboat Hull planks to crop and renew
2 planks holed by each approx. 3'0" x 4" x 1/2"
splinters

Temporary patches
fitted.

N°4 (Port) lifeboat Hull plank to crop and renew
1 plank holed by approx. 3'0" x 4" x 1/2"
splinters.

Temporary patch
fitted.

Temporary repairs have now been completed to hull and lifeboats as stated
and permanent repairs to Machinery also completed.

The above repairs have been satisfactorily carried out and the vessel is
in my opinion in fit and seaworthy condition and fit to carry petroleum in
bulk except in N°3 Summer Tank (Port side).

It is recommended that permanent repairs be completed at the first
opportunity.

The cost of above permanent and temporary repairs now completed as stated
is L.R. 1056.890 m/ms. (£ 1033-19-2) and this price in my opinion is fair
and reasonable according to ruling prices at this Port.

The cost of permanent repairs still to be completed would be in my opinion
approx. L.R. 3000.000m/ms. (£ 3076-18-5.50) according to ruling prices at
this Port.

Survey fees and t is report:- £ 31-10-0

Expenses:- £ 1- 5-0

Stamp duty:-
£ -3
£ 32-15-3
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W. B. Bone



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