

COPY.

Lloyd's Register of Shipping.



Port MARSEILLES.

1st March, 1933.

This is to Certify that

JAMES W. STUART,

the undersigned Surveyor to this Society did at the request of the Owners' representative attend on board the steel screw steamer "NAVELAB", 5473 tons gross, N^o. 77807 in the Register Book, whilst lying afloat and in dry dock at Marseilles on the 7th January, 1933, and on subsequent dates, for the purpose of ascertaining the damage stated to have been sustained through collision with the steamer "BERNARDIN DE SAINT PIERRE", at Marseilles, on the 21st December, 1932.

For further particulars please refer to the log books.

Upon examination the following damage was found:-

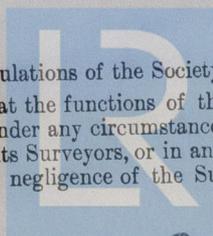
FOUND.

RECOMMENDED.

The stem bar set over to starboard from the forefoot to the 20 ft. draft mark and the shellplating at the forefoot fractured and buckled. Above this mark the stem bar to the stem head, shellplating, bulwarks, breasthooks, frames, beams, deckplating, panting beams and stringers, pillars, chain locker, cables with both working bower anchors, and collision bulkhead in peak and tween decks torn and crushed aft for a length of about 30 feet from the stem.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Surveyors, or other Officers or Agents of the Society."



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<u>FOURD.</u>	<u>RECOMMENDED.</u>
<u>SHELLPLATING.</u> (Plates numbered from forward)	
N°1 keel plate.	: To be removed, faired and replaced.
Port:- "A"1.	: To be renewed.
"B"1.	: " " removed, faired and replaced.
"B"2.	: " " renewed.
"C"1.	: " " faired in place.
"C"2.	: " " renewed.
"D"1 and 2.	: " " removed, faired and replaced.
"E"1.	: " " renewed.
"E"2.	: " " removed, faired and replaced.
"F"1 and 2.	: " " renewed.
"G"1 and 2.	: " " " "
"H"1.	: " " " "
"H"2.	: " " faired in place.
"J"1 and 2.	: " " renewed.
"K"1 and 2.	: " " " "
Star:- "A"1.	: " " " "
"B"1.	: " " " "
"B"2.	: " " removed, faired and replaced.
"C"1.	: " " renewed.
"C"2.	: " " removed, faired and replaced.
"D"1 and 2.	: " " renewed.
"E"1.	: " " " "
"E"2.	: " " removed, faired and replaced.
"F"1 and 2.	: " " renewed.
"G"1 and 2.	: " " " "
"H"1.	: " " " "
"H"2.	: " " faired in place.
"J"1.	: " " renewed.
"K"1 and 2.	: " " " "
Bulwark plating at stem.	: 4 plates to be renewed. 2F. & 2S.
<u>SIDE PLATING.</u>	: 18 frames to be renewed in fore peak, viz., 9P. & 9S.
	: 4 frames abaft peak bulkhead to be removed, faired and replaced, viz., 2F. & 2S.
	: 8 frames abaft peak bulkhead to be faired in place, viz., 4P. & 4S.
<u>SHelter DECK BEAMS.</u>	: 14 beams abaft stem to be renewed; 1 to be removed, faired and replaced, and 2 to be faired in place.
<u>2ND DECK BEAMS.</u>	: 15 beams abaft stem to be renewed.
<u>3RD DECK BEAMS.</u>	: 15 " " " " and 2 to be faired in place.
<u>PANTING BEAMS.</u>	: All to be renewed in fore peak.
	: 4 to be removed, faired and replaced
	: 1 in N°1 hold.
<u>PANTING STRINGERS AND BRACKETS.</u>	: To be renewed in fore peak.
	: Upper and lower panting stringers in N°1 hold to be renewed, P. & S.
<u>COLLISION BULKHEAD.</u>	: Plating, stiffeners and brackets to be renewed to height of Shelter deck.
<u>STEEL CHAIN LOCKER.</u>	: To be renewed.
<u>DECKPLATING.</u>	: Plating of Shelter, 2nd. and 3rd. decks, including stringer and tieback bars to be entirely renewed in way of damage.
<u>SIDE STRINGER IN LOWER TWEEN DECK.</u>	: To be renewed P. & S. forward of the peak bulkhead.
<u>PILLARS IN FORE PEAK, FORE PEAK TWEEN DECKS and FORE END OF N°1 HOLD AND TWEEN DECKS.</u>	: To be renewed or repaired as necessary.



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(3) B.S. "NAVELAR".

<u>FOUND.</u>	<u>RECOMMENDED.</u>
<u>STEM BAR.</u>	: Lower part to be removed, faired and replaced. : Upper part to be renewed. : Bulwark bracket at stem head to be renewed.
<u>WORKING BOWEB ANCHORS.</u>	: Parts of anchors to be disconnected for examination and both cast steel heads to be hammer-tested. : Stock of one anchor to be renewed and this anchor to be retested at a Proving House recognised by Lloyd's Register.
<u>CHAIN CABLES.</u>	: To be ranged for examination and all apparently undamaged cable to be retested at a Proving House recognised by Lloyd's Register.
<p>(9 lengths were condemned for fractured and damaged links, and 9 lengths were sent to be retested before acceptance. 2 of these lengths failed to withstand the prescribed tensile test and were rejected. 11 lengths of chain cable, of proper weight and test, were therefore recommended to be renewed for damage.)</p>	
<u>WINDLASS AND STOPPERS.</u>	: To be renewed, including wood soles and boundary bar around windlass sole. : Deckplating to be doubled under windlass and additional pillaring to be arranged.
<u>HAUSE PIPES AND CHAIN PIPES.</u>	: To be renewed.
<u>2 FLOORING PIPES AND 2 ROLLER FAIRLEADS AT STEM.</u>	: " " "
<u>ONE BOLLARD ON PORT SIDE.</u>	: " " "
<u>BULWARK AT STEM.</u>	: 12 stanchions to be renewed and rail bar to be partly renewed.
<u>BRAINWATER.</u>	: To be partly removed, faired and replaced and deck bars to be partly renewed.
<u>BILGE KEELS.</u>	: To be repaired in place as necessary P.& S.
<u>SHELTER DECK STRINGER PLATE ON PORT SIDE ALONGSIDE.</u>	: 1 plate to be partly renewed where salvage hole out.
<u>Nos. 1 and 2 DOUBLE BOTTOM TANKS and DEEP TANK.</u>	: To be cleared for internal examination and to be tested under water or oil fuel pressure on completion of the repairs. : Nos. 1 and 2 tank tops to be scaled and recoated. : To be cleaned, scaled and recoated. : Wood sparring to be renewed as necessary. : Close ceiling and limber boards in holds to be renewed. : Wood grain division bulkheads in holds to be renewed. : Wood cladding on deep tank bulkhead to be renewed as necessary.
<u>Nos. 1, 2 and 3 HOLDS AND TWEEN DECKS.</u>	

In addition to the foregoing it was also recommended that the fore peak bulkhead and shellplating should be tested under the required water pressure on completion of the repairs.



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(4) S.S. "NAVAL AR".

that the repairs to the deckplating, topside plating and tween deck bulkheads should be hose-tested; that the bilge, ballast and tank suction pipes, air and sounding pipes, hand pumps and scuppers should be renewed or repaired as necessary; that all broken and disturbed cement should be made good; that all removals should afterwards be replaced in good condition; that all new and repaired work should be coated, and that the whole of the repairs and work incidental thereto should be carried out in a satisfactory manner so as to place the vessel in as good and efficient a condition as before the damage was sustained.

(Signed) JAS. W. STUART.

SURVEYOR TO LLOYD'S REGISTER.



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L200-0088(4/4)