

24 JUL 1942

No 1073a

COPY.

Lloyd's Register of Shipping.



Port Reykjavik.

9 th. of June 1942.

This is to Certify that

M. E. Jessen,

the undersigned Surveyor to this Society did at the request of the Owners of the S/S. "PERSIER" of Antwerp, examine the said vessel after stranding on the south coast of Iceland, on beach near Reykjavik, after breaking damage on the beach, and temporary repairs of the said damages.

The most of the outer bottom was badly indented and broken. The rudder lost. The rudderpost broken and lost, the solepiece of stern-frame lost, and the bronze propeller broken.

The rudder and the sternframe was repaired as stated in my report No. 1000, dated 10 of December 1941.

The hull was tightened afloat by diver and cemented inside, in d.b. tanks and holds.

During the vessel was laying on the beach, the hull broke, from upper deck and 4 strakes down, and the plates ^{to} form here and to the bilges dented or buckled, in vicinity of the fore end of the stokehold.

The ship was placed otherwise on the beach in order to straighten the hull as well as it could be done, after this, the following temporary repairs were made on the hull:

The ragged ends of the side plates were cut away, and the sides repaired by new 5/8" steel plates, welded inside and outside, and secu-

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S/S. "PERSIER" damage cont. 2

Securely bolted on, on the bridge deck sheerstrake and 3 strakes below same on each side of vessel, more was not necessary, because the strakes below were only dented and buckled.

The deckplates in the bridgedeck were cut away, where necessary for the temporary repair and the following plates and girders bolted on and welded:

One stringerplate on each side 10' x 5' x $\frac{5}{8}$ ".

One tie plate on each side 10' x 5' x $\frac{5}{8}$ ".

Four channels 4" x 12" x $\frac{1}{2}$ " in full ^{of channels} length on each side.

One channel 4" x 12" x $\frac{1}{2}$ " in full length in gutterway on each side e.

Two channel stiffeners on shipside 4" x 12" x $\frac{1}{2}$ " in sufficiently length and fitted with lugs between the frames, on each side, between bridge deck and maindeck.

On the main deck was fitted stringer plates and tieplates on both sides of deck, of same dimensions as in the bridgedeck.

11 angle-bar stiffeners were fitted on each side of deck of full length of bars and 5" x 5" x $\frac{1}{2}$ " dimensions.

On the port side under this deck one channel was fitted similar to the channels on shipside above the main deck.

On the starboard side four channels were fitted on the shipside of same size and dimensions as stated above.

After this repair, cement was laid on the bridgedeck to tighten the deck.

All steamlines to and from the windlass, winches and steering-engine were brought in order.

The boilers cleaned and brought in order.

Vessel fitted with life-boats and equipment necessary for the voyage under tow.

The donkey-pump, ballast-pump and the main circulating engine with its emergency valve brought in order and tried.

In addition to this pump-craft, the following steam pumps were fitted in the holds, and fitted with steam lines from the boilers

Hold No. 1 One 6" Worthington pump.

Hold No. 2 One 6" Worthington pump.

S/S "PERSIER" damage cont.3.

Hold No.3 Two 6" Worthington-pumps.

Hold No.4 One 6" Worthington-Pump.

All theese reapiers stated above, have been carried out according to my recomendations, under my supervision, and to my satisfaction, and can I declare that the ship is at present, in my opinion, in a safe and seaworthy condition, to proceed for U.K. under tow.

M. J. J. J.

Fee 31-10.



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Foundation

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