

COPY.

Lloyd's Register of Shipping.



Port Buenos Aires.

22nd, May 1940.

This is to Certify that

G. Williamson,

the undersigned Surveyor to this Society did at the request of Owners Representative survey the steel barque "KILLORAN", of Mariehamn, 1523 tons net register, for the purpose of ascertaining the nature and extent of damage stated to have been sustained in collision with the steam trawler "Maneco", at about Kilometre 60, River Plate, on the 12th. May 1940, while on a voyage from Cardiff towards La Plata.

For further particulars of the casualty see entries in the log book and protest.

Upon examination of the vessel on the 20th. May 1940 as she lay afloat in the Gran Dock, La Plata, the undersigned found on the starboard side abreast fore hatchway, one bulwark plate slightly set in at lower edge, the sheer strake plate below set in, waterway angle bent, main deck stringer plate buckled and cement in waterway broken.

One shell plate in 1st. strake below sheer strake and one plate in 2nd. below, badly set in between two frames, a number of shell revits started and slack, and plate landings started in vicinity of the damage.

The 8th. and 9th. frames from collision bulkhead bent, tween deck stringer angle set in and cement chocks broken.

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)

Steel Barque "KILLORAN".

Recommended as a temporary repair that all broken and slack shell rivets be renewed, started shell rivets, plate landings and waterway angle be caulked, and the three frame spaces in way of damage in tween deck and to about four feet below same be boxed in and filled with cement.

As a permanent repair the undersigned recommends that the bent waterway angle be removed and faired, main deck stringer plate faired in place and the indented bulwark and sheer strake plate be cut adrift and faired in place. The indented shell plates in 1st. strake and 2nd. strake below sheer to be removed faired and refitted, and the two bent frames faired in place. The bent tween deck stringer angle to be faired in place, broken cement chocks in tween deck and cement in waterway to be renewed and the repair work to be afterwards recoated with paint as originally.

G. Williamson.

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

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W. Williams



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