

## LLOYD'S REGISTER OF SHIPPING

Port TRINIDAD, B.W.I.April 11/59S.S. MARTINA2698 gross tons of Trinidad

This is to Certify that

C.G. PURVIS

the undersigned Surveyor to this Society did at the request of the Owner's Representative and instructed by Lloyd's Agents attend on board the above vessel, on April 11/59, for the purpose of ascertaining the nature and extent of damage alleged to have been sustained on April 10/59 in consequence of being struck by the M.V. CITY OF PORT OF SPAIN, whilst attempting to berth alongside the starboard side of the S.S. MARTINA.

For further particulars please see the vessel's log books.

Upon examination at this time the following damage was found and recommendations made without prejudice to the terms and conditions of insurance.

FOUNDRECOMMENDEDSTARBOARD WING OF THE NAVIGATING BRIDGE.

Two stanchions supporting the outboard end buckled and distorted.

One 7'-0 stanchion of 4" x 3" angle bar to be renewed.

One 7'-0 stanchion of 4" x 3" angle bar to be released, faired & replaced.

Two stanchion braces buckled and distorted.

Two 5'-6 braces of 4" x  $\frac{1}{2}$ " flat bar to be renewed.

Approx. 6'-0 of guard rail, consisting of three rails, buckled and distorted.

Approx. 6'-0 of 1" round bar and 12'-0 of  $\frac{3}{4}$ " round bar to be renewed.

One guard rail stanchion fastening fractured.

One guard rail stanchion to be re-secured.

The steel coaming plate and three stiffening brackets slightly distorted in way of the wheel house entrance.

Three brackets to be released and the coaming plate to be faired. Brackets to be replaced on completion.

STARBOARD SIDE SHELL PLATING.

The upper edge of the sheer strake and the gunwale bar in way of in approx. 2" over a length of 1'-6 at the after end of No. 1 wing tank.

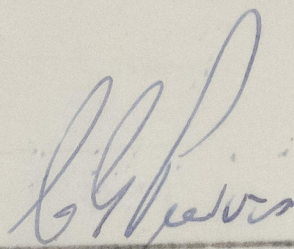
Gunwale bar to be cropped, sheer-strake plating to be faired and the gunwale bar in way to be renewed.

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



The foregoing recommendations were made with a view to placing the superstructure and shell plating in the same condition as before the alleged casualty occurred. These repairs have been deferred until the vessel's next drydocking.



C.G. Purvis

Surveyor to Lloyd's Register of Shipping.



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