

COPY.

N<sup>o</sup> 2730.

# Lloyd's Register of Shipping.



Port GIBRALTAR.

17th March 1943.

This is to Certify that

W.B.Morrith

the undersigned Surveyor to this Society did at the request of the Owners Agents, Messrs M.H.Bland & Co Ltd, and by consent of the Master, Captain T.G.Hyem, survey whilst afloat in a loaded condition, on the above and subsequent dates, the British M.V."SILVERBEECH" 5319 tons gross, of London, for damage stated to have been caused by collision, at 7 A.M. on 13/3/43, with the M.V."DJAMBI", 6983 tons gross, of Rotterdam, whilst in Convoy.

For further particulars of the casualty see ship's log books and protest noted by the Master.

I found and recommended as follows:-

Damage.

Recommendations & Temporary Repairs Effectuated.

Stem bar and stem plating from above first strake below upper deck sheerstrake to fore foot set over to starboard to a maximum of about 40° from about 10 ft abaft stem bar with stem bar badly buckled and broken at scarp.

The No.1 plates, port and starboard, in all strakes badly buckled and, or torn open.

Four main frames, port and starboard, together with all beams, beam knees and bracket attachments badly buckled, twisted and, or broken.

The nosing plates of fore peak tank top, upper, middle, and lower stringers buckled and, or fractured.

Forward portion of fore peak wash plate together with vertical stiffeners and angle attachments buckled & distorted.

Fore peak iron ladder, steam heating pipes, vent & air pipes damaged.

A cement box fitted, by ship's staff, at back of stem on fore peak tank top.

A wood bulkhead, adequately stiffened, fitted across fore end of fore peak from 2nd deck down to upper stringer - by H.M. Dockyard, to act as breakwater.

The plates welded across holed plating above waterline.

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."



M.V. "SILVERBEECH".  
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Engine Room.

Starboard after cooler tubes leaking.	Overhauled by ship's Engineers.
No.3 starboard generator blast air pipe necked at flange.	
No.1 port generator valve to exhaust manifold necked at forward flange.	Removed, repaired and refitted.
Boiler uptake sheathing and bolts disturbed.	Temporarily overhauled by ship's staff.

The fore peak tank is flooded to sea level. Collision bulkhead is intact. Soundings taken on No.1 Hold bilges and double bottom tank and found to be making no water.

The Captain stated that after the casualty No.2 double bottom tank port side was sounded and showed to be making water whilst ship was under way but this has been pumped out and soundings have shown no further leakage.

It is recommended that the vessel be placed in dry dock for further survey, and such repairs carried out as may be required by the Society's Surveyors, at a Port convenient to the Owners.

22/3/43. This vessel, so far as now seen, is in my opinion, in an efficient condition to proceed, with her cargo, on her intended voyage.

Fees.....	H	£8. 10. 0.
	M	4. 10. 0.
Expenses & late Fees.....		3. 16. 0.
		<u>£16. 16. 0.</u>

W.B. Morritt  
 W.B. Morritt M.I.Mar.E.  
 Lloyd's Register Surveyor.