

COPY.

W152-0029'12

Lloyd's Register of Shipping.



Port..... JACKSONVILLE, Florida.

31st. January 1942.

This is to Certify that

S. V. BERRY,

the undersigned Surveyor to this Society did at the request of the Master survey the steel Screw Steamer "BLINK" of Oslo, 2701 tons gross register, for the purpose of ascertaining the nature and extent of the damage stated to have been caused through heavy weather encountered while on a voyage, in ballast, from River Clyde to Tampa, Florida, in December 1941 and in January 1942.

EXTRACTS FROM LOG BOOK: Translated by the Master.

- 12/21/41. 10.15 pm. Weighing and starting out river after pilotboat.
- 12/28/41. Wind southerly. Force 7. Sea 6. Heavy rolling.
- 12/30/41. Wind northerly. Force 8 to 10. Sea 8. Very, very heavy sea. Ship rolling and tossing heavily. Ship working hard and a lot of sea coming over ship. Heavy strain on rudder.
- 1/ 5/42. Wind SW. Force 12. Sea 7. Full hurricane with violent sea. Ship lost steering so at 1.30 pm. I had to steer with the weather.. Top tarpaulin on #1 and #2 hatch torn to pieces from waves.
- 1/15/42. 2 pm. Arrived Tampa.

For further particulars see vessel's Log Books and Protest.

On examination of the vessel while afloat and on dry dock at Tampa, Florida, on the 21st January 1942 and subsequent dates;

FOUND:

- All rudder pintle bushings badly worn and slack, and second gudgeon from top fractured, and neck bushing in rudder head steady bearing badly worn.
- No.2 Hold bilge and tank top ceiling displaced and damaged.
- Two sounding pipes at aft end of No.2 hold broken at lower end, and their wood casings broken.
- Piping to No.1 Hold bilge badly damaged at port side of No.2 hold, and lead drop pipe in No.1 hold port bilge broken.
- Piping to Forepeak badly damaged at starboard side in No.2 hold.
- Lead drop pipes in No.2 hold port and starboard bilges broken.
- Considerable leakage at several tank top rivets and at clips on port and starboard margin plates of No.2 double bottom tank.
- Two manhole covers in No.1 hold tank top leaking at joints.
- Forepeak bulkhead leaking badly at five started rivets.
- Engine room double bottom tank top leaking at several points, and at a small crack in tank top plating.
- One tarpaulin missing from No.1 hatch.

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 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 its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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FOUND: (continued)

One tarpaulin missing from No. 2 hatch.
Seams and butts of wood deck above midship accommodation, on starboard side, started and leaking.
Four deck ladders part bent and damaged, and hand rails bent.
One rail stanchion loosened on boat deck.
One accommodation ladder strained, steps split and loosened.
One portlight frame in crew accommodation broken.
Starboard lifeboat planking loosened at stern, boat grips torn from deck, checks split and hinges bent, and one pudding spar broken. One spare lifeboat on after deck strained and damaged.
One liferaft on forward deck, woodwork partly broken.
Propeller nut very slightly slack, and cement fairwater broken.
Main engine holding down bolts part slack.
Main engine L.P. bottom end bearing metal dragged.
Claimed that engine main bearings heated up.
Two stove flue pipes on poop damaged.
Claimed that steering chains suffered through strain.

RECOMMENDED:

Renew all five rudder pintles bushings.
Weld one fractured gudgeon and fit a strap in way.
Renew neck bush in rudder head steady bearing.
Renew lower sections of two sounding pipes to No. 2 hold bilges, and part renew wood casings in way.
Renew No. 1 hold bilge piping from after end of No. 2 hold to strum, on port side, and renew No. 2 hold bilge lead drop pipes.
Renew forepeak piping in No. 2 hold at starboard side.
Caulk leaky rivets and fit a small doubler on No. 2 tank top, and caulk started rivets in clips on margin plates.
Refit and part renew bilge and tank top ceiling in No. 2 hold.
Renew two manhole cover joints in No. 1 hold.
Caulk and weld five started rivets in forepeak bulkhead.
Caulk leaky rivets and seams and fit a small doubler on tank top of engine room double bottom tank.
Renew two hatch tarpaulins.
Caulk wood deck above midship accommodation, starboard side.
Repair and refasten four deck ladders and handrails.
Refasten one rail stanchion on boat deck.
Repair and part renew one accommodation ladder.
Renew one portlight frame in crew accommodation.
Repair started planking in starboard lifeboat, repair and refasten boat grips and checks, and renew one pudding spar.
Repair one spare lifeboat, and one liferaft.
Harden up the propeller nut, refit the keeper, and renew cement fairwater on propeller nut.
Harden up all main engine holding down bolts.
Remove L.P. bottom end brasses, scrape, refit, and adjust.
Open up all engine main bearings for examination.
Renew two flue pipes on poop.
Open up steering gear sheaves, pins, and anneal chains.

The above recommendations were made with the view of placing the vessel in the same good condition as before the heavy weather was encountered.

Fee & Exp: \$144.00

S. W. Berry
Surveyor to Lloyd's Register.



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