

COPY.

Lloyd's Register of Shipping.



Port

GIBRALTAR.

17th May, 1942.

This is to Certify that

the undersigned Surveyor ~~to this Society did at the request of~~ appointed by Lloyd's Agents, Messrs: Smith Imossi & Co, did, at the request of the Owners Agents, Messrs M.H.Bland & Co Ltd, and by consent of the Master, Captain A.Norbury, survey, on the above and subsequent dates, the British s/s "CITY OF OXFORD", 2759 tons gross, of Liverpool, for damage caused to vessel by a fire in No:5 hold whilst berthed inside Admiralty Harbour unloading Submarine cable and general cargo. It was stated that the hatches of No:5 had been put on and battened down at 6 pm 16/5/42 when work of unloading this hatch for the day, by Military and Local labour, had been terminated.

At 6.20 pm smoke was seen coming from No.5 hold, and the hatches were lifted to investigate. Very dense smoke filled the hold. The ship's fire fighting appliances - hoses, steam jets and chemical extinguishers were immediately put into operation and the Local Fire Brigade and Dockyard Tugs summoned. The fire was extinguished by the foregoing combined services at about 9.30 pm, and ammunition - part of the ships cargo, was discharged from the after end of No.4 hold by the Military and ship's officers during the period between 6.20 and 10.30 pm.

The hoses were also played on the ammunition magazines in the Port and Starboard tween decks of No.4 hold.

No.5 hold was flooded to a depth of above cement cargo level, and pumped out by ships pumps during the night. The vessel was taken out of the Admiralty Harbour at 8.20 am and anchored at the North end of the Bay at 9.14 am 17/5/42.

For full particulars of the casualty and procedure adopted to extinguish fire, see ship's log books and protest noted by the Master.

I found and recommended as follows:-

17/5/42, 10.45 am. Water in lower hold, tween decks of No.5, and in Port side - crews accommodation aft, cleared by ship's pumps.

Continued... © 2020

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 ever 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."

"CITY OF OXFORD". Contd:

No:5 Hold.

Recommendations.

Damage originated on starboard side, after end, amongst bales of tons for cork insulation slabs which were stowed on top of paper bagged Portland cement and steel plates of pitch.

Cargo battens and burnt portion of centre division renewed.

Cargo battens burnt and charred on ship's side. Fore and aft division of 9" x 3" members, on centre line of vessel burnt and charred - lowest part of foregoing damage being 8 feet above tween deck level.

Repairs to deck plating and renewal of damaged paint work deferred to suit owners convenience.

Steel deck plating at a position between 3rd and 4th frames from fore bulkhead and about 12 feet from ship's side very slightly warped upwards by heat. Paint on deck and side plating, frames, and beams blistered.

Hatch renewed.

Eight square hatch wood cover, immediately above site of fire, charred, and a bale of waste - about 1 cwt, lying on top of hatch, in carpenters shop, burnt.

Port and starboard limber boards of holds Nos.4 and 5 lifted, bilges cleaned out, and suction boxes seen in order.

Carpenters shop and gunners accommodation, on port and starboard sides, above after end of No.5 hold flooded to a depth of 9" during operation of extinguishing fire, and part of carpenters tools and gunners clothing destroyed and damaged.

About 100 tons of paper bagged Portland cement, stowed across aft end of No.5, on top of pitch and Portland cement in steel drums, destroyed and set hard.

Paper bagged cement broken out with picks and crowbars and jettisoned at anchorage. Vessel swinging in 20 fathoms of water, work of jettisoning commenced 11 am 17/5/42.

19/5/42.

The foregoing repairs have been carried out to my satisfaction.

Vessel Certified Seaworthy and be allowed to proceed on her voyage and to load her intended cargo.

W.B. Morrill

W.B. Morrill. M.I. Mar. E.
Surveyor appointed by Lloyd's Agents.



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Foundation

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