

COPY.

Lloyd's Register of Shipping.



Port Galveston, Texas

January 9, 1943

This is to Certify that

WILLIAM RENNIE

the undersigned Surveyor to this Society did at the request of the owners, survey the Steel Screw

M/T "EULIMA", 6207 tons gross of London

to ascertain the nature and extent of damage alleged sustained by encountering heavy weather on the 8th and 20th December, 1942 during a ballast voyage from the River Mersey to Baytown, Texas.

It is stated that the griping spar of the port amidship lifeboat was broken on the 8th December, 1942 and on the 20th December, 1942 the griping spar of the starboard amidship lifeboat was broken, causing damage to the lifeboat planking and gunwale, skids and davit screw.

For further particulars please see vessel's log books.

The undersigned visited this vessel whilst lying afloat at the Humble Oil Refinery Dock, Baytown, Texas on the 2nd January, 1943 and upon examination -

FOUND

RECOMMENDED

Starboard amidship lifeboat

(wood clinker built for 30 persons)

Rudder, broken.

To be renewed, using old fittings.

Total of about eight strakes of bottom and side planking broken and/or split.

To be cropped and part renewed, refastening as necessary adjacent strakes and framing. Test and prove tight upon completion.

Port side gunwale broken.

To be cropped and part renewed for about 11'-0".

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."

FOUND

RECOMMENDED

Lifeboat skids - one bent and damaged and one skid reported lost overboard.

Repair and part renew as necessary and place in good order, Metal skids, wood packing pieces and gunwale fittings.

Air tanks requiring to be partly removed for access.

Air tanks in way of damaged parts to be removed for examination and afterwards replaced in good order.

Gripping spar reported lost overboard.

Furnish necessary transportation to remove lifeboat and davit screw from vessel to contractors ship at Houston and upon completion of repairs return to vessel and install all parts in place on board.

Furnish new spar complete with chafing pads as original (spar approx. 28'-0" long, 8 1/2" diam. at centre, 6" at ends).

After davit screw and housing bent and strained.

To be removed, faired, annealed and refitted in good order. Davit screw from port side forward davit to be transferred over to enable damaged boat to be removed ashore.

Port amidship lifeboat
Gripping spar broken.

To be renewed (spar approx. 28'-0" long, 8 1/2" diam. at centre, 6" at ends)

The foregoing recommendations were made in order that this vessel might be restored to the same good and efficient condition as prior to alleged damage sustained and have been completed to my satisfaction.

The following heavy weather damage (involving hot work) could not be dealt with at this time.

Fore and aft gangway between
Bridge and Poop

Guard rails on starboard side abreast main mast - five stanchions and six sections of two tier rails bent and damaged.

Now partly faired temporarily by ships crew.

Reported lost overboard

One (1) Linklater raft (6' x 4'), Starboard side of after well deck.

Not replaced.

One wearside life raft (for 12 persons), port side forward end of poop.

Not replaced.

Wm. Rennie
Surveyor to Lloyd's Register

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Foundation