

COPY.

# Lloyd's Register of Shipping.



Port NEW YORK

SEPTEMBER 25th, 1942

**This is to Certify** that

R. S. WEITHAM

the undersigned Surveyor to this Society did at the request of the Owner's Representative attend on board the S.S. "EMPIRE TARPON", 6085 tons gross register of London for the purpose of examining the damage sustained to the forward port lifeboat through being in collision with the S.S. "OSTENDE", 4438 tons gross register of Antwerp.

It is stated that both vessels were anchored off 80th Street, North River, New York, on the 21st September, 1942 and while swinging with the tide the stern of the "OSTENDE" collided with the forward port lifeboat of the "EMPIRE TARPON", the lifeboat being swung outboard at that time.

On the 22nd September, 1942 the undersigned in conjunction with representatives of the London Salvage, British Ministry and Belgian Line, owners of the "OSTENDE" made examination and -

## Forward Port Lifeboat (Metal boat)

### FOUND

Boat indented for its full depth on the port side approximately 3 ft. from the stem.

One air-tank in way of the above distorted.

The sheer 2nd & 3rd strakes indented in two places on the starboard side in way of the pudding boom pads.

### RECOMMENDED

That all strakes be released with frames and faired in place.

That it be renewed.

That they be cropped and renewed as necessary and where possible faired in place.

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"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."



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## FOUND

The 3rd & 4th strakes indented on the **port** side amidships over a length of approximately 10 ft.

Both P & S bilge grips dislocated.

Port gunwale rail damaged for about 2 ft.

Four (4) air-tanks P & S in way of the damage amidships.

The forward davit (Wellin) dislocated in way of its radial wrack.

Main screw of davit broken and nut guide bar lightly bent.

Wood bridle skids with iron work lightly damaged.

All repairs to be coated as before. Boat to be tested and proved tight.

The above repairs satisfactorily completed to the satisfaction of the undersigned.

## RECOMMENDED

That they be released and faired in place.

That they be removed, faired and replaced.

That it be cropped and renewed as necessary.

That they be removed to allow access to the repairs and replaced.

That it be removed, faired, re-tested by weights and found in order and replaced.

That the main screw be renewed, the nut with pivot pin removed for examination and the nut guide bar faired and all replaced.

That the be repaired as necessary.

Surveyor to Lloyd's Register of Shipping

being fit to carry

dry and perishable cargoes.

(Signed) E.S. Whitham

Surveyor to Lloyd's Register.

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W34-0061(2/2)