

COPY.

# Lloyd's Register of Shipping.



Port GIBRALTAR

April 10th, 1940

**RETAIN**

Appointed by the Ministry of Shipping.

**This is to Certify** that

W. J. Matthews

the undersigned Surveyor to this Society did at the request of the Agents, Messrs Mackintosh & Co (Gibraltar) Ltd, and by consent of the Master, Captain H.D. Leask, survey without prejudice the British S.S. "Crown Arun", 2372 tons gross, of London, on the above and subsequent dates whilst discharging coal cargo at H.M. Dockyard, Gibraltar, for collision damage stated to have been caused by a collision with the British S.S. "Clan Macwhirter", 8941 tons gross, of Glasgow, which was at Anchor at about 0153 hrs 9.4.40.

For further particulars regarding weather and other conditions prevailing at the time of the casualty see log books and/or protests noted by the respective Masters.

I found and recommended as follows:-

Damage.

Starboard side of forecastle. After corner of bow cheek plate and upper edge of upper sheer strake bent over the deck stringer angle, over a length of 20ft. Hard score marks on segmental bar moulding corresponding to damage found on S.S. "Clan Macwhirter".

Recommendations.

The damage is unimportant and will fair in place. Permanent repairs deferred to suit the Owners convenience.

Continued.....

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

S."CROWN ARUN" Continued.

After discharging coal cargo by grabs, the holds were surveyed 16.4.40 and no damage was found.

On deck, 2 hold ventilators (extractor type) on top of the samson posts were bent but serviceable. Repairs may be deferred as above.

The following damage was found on board

S."Clem Macwhirter".

**RETAIN**

Damage.

Foremast Port side No:1 hold and well deck. Upper edge of bulwark plating at capping plate indented about 3" over length of 25ft.

One freeing port and shutter also 3 bulwark stanchions bent. Deck rivets undamaged. Main sheerstrake and next below slightly indented max: about 1". Sams, butts and rivets in good order.

Galvanizing wiring cleat bent near the above damage and aft of the Peep Port side, the wiring has been cut and mutilated. Cleats torn off and bent.

No:4 Port lifeboat beam broken. Boat examined and found undamaged.

Recommendations and repairs.

Permanent repairs to shell plating and bulwarks deferred to suit the owners convenience.

Ships crew to fair freeing port shutter on voyage.

Ships Engineers to repair and joint damaged wiring and cleats on voyage.

In order not to delay the vessel for making a new boat beam, recommend ship's carpenter repairs beam by splicing with 2, 9" x 3" boards. The vessel being on the outward voyage with a general cargo.

*W. J. Matthews.*  
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Surveyor to Lloyd's Register.



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