

COPY.

# Lloyd's Register of Shipping.



Port of ANTWERP

13th August 1939

This is to Certify that

WILLIAM ERNEST WRAY,

the undersigned Surveyor to this Society did at the request of the Owners' Superintendent survey the steel screw steamer "JOSEPHINE CHARLOTTE", 3422 tons gross, of Antwerp, whilst lying in City Dry Dock No. 6 at Antwerp on the 29th June 1939 and subsequent dates to ascertain the nature and extent of the damage stated to have been caused by:-

- 1) Date and cause unknown
- 2) Collision with the pier at Matadi on the 6th July 1939

For further particulars see log books.

FOUND

RECOMMENDED

1st Damage

The rudder stock twisted to port.

The rudder stock to be renewed.

The rudder to be removed ashore for alignment of stern post, the rudder pintles and coupling bolts to be renewed, the stern post gudgeon to be rebushed and the rudder to be refitted.

Also recommended the steering engine to be opened out and overhauled.

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."



## FOUND

## RECOMMENDED

2nd Damage.Port Side forward

Sheerstrake plate No.3 set in  
and forecastle side plate in way  
set in. (The after portion of the  
Forecastle Side Plate is part  
of the fore deck bulwark.)

The standing flange of the upper  
deck stringer angle slightly set  
in.

One bulwark stay and angle  
stiffener on bulwark for same  
bent.

Two shell plates to be removed  
faired and replaced.

The stringer angle to be faired in  
place.

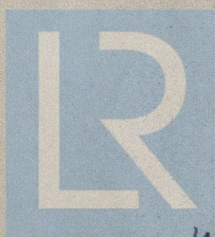
One stay and one angle to be  
removed faired & replaced.

ALSO RECOMMENDED that the rudder be tried hard over to  
hard over on completion of the 1st Damage repairs, the upper deck  
and shell plating be hose tested as necessary on completion of  
the 2nd damage repairs and that all fittings removed to facilitate  
or effect the foregoing repairs be replaced as before, all cement  
removed to facilitate or effect these repairs be renewed as before  
and all new and repaired work be coated outside and inside as before  
and the whole of the work be carried out so as to place the vessel  
in the same good and efficient condition as obtained before the  
alleged damage was sustained.

FEE & TAX. FRs. 3540.-

SURVEYOR TO LLOYD'S REGISTER

ANTWERP.



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Lloyd's Register  
Foundation

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