

COPY.

Lloyd's Register of Shipping.

Port

BARCELONA

16th November 1938

This is to Certify that

Manuel Luna Viademonte

the undersigned Surveyor to this Society did at the request of Messrs. Mac Andrews & Co. Ltd., Lloyd's Agents at Barcelona, attend on board the s.s. "STANROFT" on the 31st October 1938 and on subsequent dates for the purpose of ascertaining nature and extent of the damage sustained to have been sustained during one air raid at Barcelona on the 16th October 1938, by bomb dropped directly on the after deck in way of No. 4 hatch.

Upon examination damage was found and repairs recommended as follows:-

Struck port side No. 4 hatch forward corner, damaging port bulwark hatch coamings, deck plating, steam pipes, winches aft Nos. 3 and 4 holds. Numerous perforations below and above water line, caused by shrapnel, on both sides shell plating, tunnel casing, ceiling and tank nos. Nos. 3 and 4 derricks damaged, also rigging on fore and main masts. Wooden structure bulkhead between nos. 3 and 4 holds, holes smashed. Engine room ladder 3 rungs broken (cast iron). Pipes to No. 4 and after peak tanks damaged badly. Bilge pipes to after hold and bilge pipes to tunnel well, badly damaged. Pipe from main tank line to general service, badly damaged. Two winches in after deck; steam and exhaust pipes: winch main barrels and supports for extended shaft

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 carried out, 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 Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors, or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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men; one cylinder smashed. Engines have been turned and as far as can be seen these are all the damage sustained.

done as permanent repairs:- 3 bulwark plates renewed. 9 metres
away renewed. 3 bulwark stanchions, port side, renewed. 3 bulwark
stanchions straightened. 1 deck plate 2m x 1m renewed. 1 deck plate
fixed in place. 3 metres angle bar of the hatch coaming renewed. 2
coaming plates, port side, renewed. 1 coaming plate, starboard, removed
and replaced. 2 beams in No 4 hatch faired and rivetted. 3
buckets of the coaming faired. 2 patches in the after end of No 3
hatch welded and riveted. 11 metres top part of coaming renewed. 1
plate in the tunnel bulkhead. Several hatch covers in Nos. 3 and 4
hatches renewed. Part of wood ceiling top tanks, Nos. 3 and 4, renewed.
Plates in side shell plating with plugs bolts and nuts. 2 winches, poop,
moved for repair or renew. 5 metres pipes on after deck renewed.
Other minor repairs effected. Nos. 3 and 4 tanks tested. Steam steering
gear tested. Bilges cleaned.

Due to the lack of time for repairing or renewing the
hatches, the vessel sails without them. ✓ ✓

The cost of the above repairs cannot be given at the moment
of issuing this Certificate, as the workshops must ask prices to
the Secretaria de Guerra in view of the variety in prices in materials,
at the moment of paying the repairs, receipts in order will be
presented by the workshops.

Vessel is in efficient condition.

Mamuel Luna

Acting Surveyor to Lloyd's Register of Shipping.



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