

COPY.

LONDON

Lloyd's Register of Shipping.



Port

of GENOA,

5th February 1940,

No. 511-D.

This is to Certify that

J. S. ORMISTON

the undersigned Surveyor to this Society did at the request of

Messrs. THOMAS L. CARR & SON, Lloyd's Agents at this port, and
on behalf of the Owners of the Steel Twin Sc. "EL NIL" 7769

tons gross of Alexandria, survey the Steel Sc. "EL NIL"

4901 tons gross of Lussinpiccolo, whilst lying afloat at the

Ponte Assereto, Genoa Harbour on 1st February 1940, for the

purpose of ascertaining, without prejudice to the various in-

terests concerned, the nature and extent of the damage stated

to have been sustained by this vessel, through having been in

collision with the above mentioned vessel "EL NIL" whilst

latter was manœuvring to take up position at the Ponte

Assereto, Genoa Harbour, on the 1st February 1940.

For further particulars see Log Book.

The Undersigned on examination:-

PORT SIDE OF VESSELFOUND:-

About twenty metres length
of bulwark rails & stanchions
including about 8 metres length
of awning stanchions & horizontal
bar, also including 2 stanchions
supports of the after navigating
bridge set in and bent.

RECOMMENDED:-

To be removed, faired &
replaced.

P.T.O.

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."

Genoa Report N° 511-D.

"HILDA"

5/2/40.

FOUND: (contd)
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RECOMMENDED:-
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Curtain plate of after navigating bridge buckled.

To be removed, faired and replaced.

Two angle bar beams of after navigating bridge buckled at their outer ends.

To be faired in place.

Three angle bar lugs connecting outer ends of after navigating bridge beams to curtain plate buckled.

To be renewed.

Margin plank at forward end of after navigating bridge crushed and broken.

To be renewed.

Longitudinal margin plank of the after navigating bridge, crushed and broken.

To be renewed.

Wood awning planking between the after deckhouse and ship's side broken and generally damaged.

To be renewed.

Five wood awning beams supporting the above mentioned awning planking, broken.

To be renewed.

Wood fore and after beams for awning extending between after-most hatchway and after deckhouse broken.

To be renewed.

Weather deck sheer stroke, 2nd plate from aft end of vessel set in slightly in two places.

To be faired in place.

STARBOARD SIDE OF VESSEL.

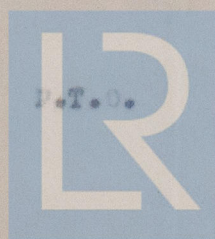
About four metres length of bulwark rails and stanchions including 2 awning stanchions bent outboard and buckled.

To be removed, faired and replaced.

Steel wire mooring rope 60 fathoms in length, 20 m/m diam. near forward end of vessel, broken.

To be renewed.

It was also recommended that all work dis-



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Lloyd's Register Foundation

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Built with at Owners' convenience, & to No 3 S.S. & Repairs as necessary being ca
 (No Int. Cert. issued)
 Fees applied for, year