

COPY.

# Lloyd's Register of Shipping.



Port Singapore

13th June, 1935

This is to Certify that

JOHN WORNALD

the undersigned Surveyor to this Society did at the request of

Messrs. The Asiatic Petroleum Co. (S.S.) Ltd., attend on board the Steel Screw Steamer "LINNEA", 5698 tons gross of LONDON, as she lay afloat at Keppel Harbour, Singapore on the 8th June, 1935 and on subsequent dates for the purpose of ascertaining the nature and extent of the damage alleged to have been caused by the steamer "SHELTON" at Tientsin on the 24th May, 1935.

For further particulars refer to the vessel's log books.

Upon examination the undersigned

FOUND

One counter plate (after end, starboard side) set in and torn.

One shell plate in strake below above plate set in along upper edge.

One deck stringer plate in way of damaged counter plate buckled and torn.

One poop deck beam buckled slightly.

One intermediate poop deck beam buckled.

One beam knee bracket buckled and rivet holes torn.

One cant frame badly buckled.

RECOMMENDED

One counter plate to be renewed.

One shell plate to be faired in place.

One deck stringer plate to be cropped and part renewed.

One poop deck beam to be faired in place.

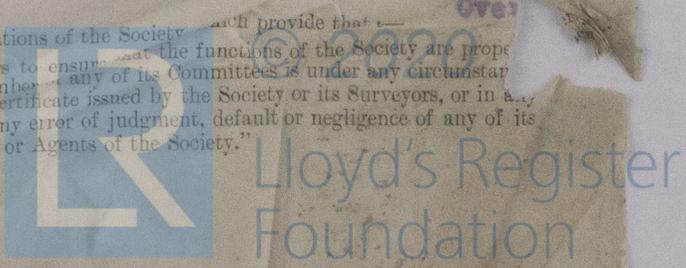
One intermediate poop deck beam removed, faired and refitted.

One beam knee bracket to be renewed.

Cant frame to be cropped; part removed, faired and refitted; butt to be welded.

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is issued upon the terms of the Rules and Regulations of the Society which provide that —  
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and that 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 Members thereof, or the Surveyors, or other Officers or Agents of the Society.



One length of deck stringer angle buckled and broken.

One length of half round moulding on lower edge of damaged counter plate set in.

Poop deck guardrails; three stanchions bent, two stanchions bent and broken and guardrails twisted in way of shell damage.

Bulwark rail on forward deck (port side) buckled.

One horn cleat on above disturbed.

Port side light screen broken.

Port side light lamp twisted and lens broken.

Port side lifebuoy rack broken beyond repair.

Port side aftermost lifeboat davit clamp disturbed.

Four lengths of bridge screen planking broken (Port side)

Bridge deck margin plank broken (Port side)

Wooden moulding at aft end of bridge deck (Port side) carried away and broken.

Wireless cabin deck margin plank broken. (Port side)

Wireless cabin deck covering board broken. (Port side)

Wireless cabin roof disturbed and coaming (top) broken.

Deck moulding plank broken. (Port side)

One length of deck stringer angle to be cropped and part renewed.

One length of half round moulding to be cropped; part removed, faired and refitted.

Two broken stanchions to be removed, faired, repaired by welding and refitted.

Three bent stanchions to be removed, faired and refitted. Guardrails to be removed, faired and refitted.

One side light frame, one ventilator coaming, one rudder quadrant relieving tackle bracket, one air pipe and wooden lockers in way of damage to be removed for access to repairs and subsequently refitted.

Bulwark rail to be faired in place and stanchions re-riveted as necessary.

Cleat to be removed and refitted.

Port side light screen to be repaired.

Lamp to be repaired and new lens fitted.

Lifebuoy rack to be renewed.

Clamp for boat fall lead to be removed and refitted.

Broken screen planking to be renewed.

Bridge deck margin plank to be dressed off and graving piece fitted.

Wooden moulding to be renewed.

Margin plank to be renewed.

Covering board to be renewed.

New coaming (wood) to be fitted and roof to be coated with hexalite.

Deck moulding plank to be renewed.

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Boat deck guardrails; two stanchions bent and guardrails twisted. (Port side)

Two stanchions to be removed, faired and refitted. Guardrails to be removed, part renewed and part faired and refitted.

Boat deck awning: -Seven deck sockets for awning stanchions broken; four stanchions bent; six stays bent; three stanchions disturbed; awning spars, ridges and planking disturbed and broken.

Seven deck sockets to be renewed. Four stanchions to be removed, faired and refitted. Six stays to be removed, faired and refitted. Three stanchions to be re-secured. Awning spars and ridges to be part renewed and others refitted. New canvas awning to be supplied and fitted in place of original permanent wooden awning.

The above recommendations, which have now been satisfactorily completed, were made with a view to placing the vessel in as good and efficient condition as before the alleged damage was sustained.

It was further recommended that the bottom plating, rudder and propeller of the vessel be specially examined at the next dry docking with a view to ascertaining the extent of the damage (if any) alleged to have been caused by the anchor chains of the steamer "SHELTON" passing below the steamer "LIMNEA".

*John Normald*  
Surveyor to Lloyd's Register.



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