

COPY.

Lloyd's Register of Shipping.



Port PORT SAID.

5th December, 1940.

This is to Certify that

P. F. Balfour,

the undersigned Surveyor to this Society did at the request of L. Savon & Co., Lloyd's Sub-Agents at Port Tewfik, and with the consent of the Master, attend onboard the Cable vessel "RETRIEVER" 674 tons gross of London, to ascertain the nature and extent of alleged damage, stated to have been sustained when the vessel grounded near Agami, outside the Port of Alexandria, on the 15th July, 1940. (Please see Reports issued by Messers H. Bishop and A.C. Bone, Surveyors to Lloyd's Register of Shipping at Alexandria, on the 16th July and the 10th August 1940, respectively).

I, the undersigned, examined the alleged damage whilst vessel was lying in the Khedivial Drydock, at Port Tewfik, on the 27th November, 1940, and on subsequent dates, and herewith beg to report as follows:-

| <u>FOUND.</u> | <u>RECOMMENDED.</u> |
|--|---|
| <u>BOTTOM PLATING. PLATES No. FROM</u> | |
| <u>FORWARD.</u> | |
| <u>PORT SIDE.</u> | |
| In A strake, Nos 3, 5, 9 and 10 plates set up. | : In A strake, No. 3 plate. To be renewed. In A strake, Nos 5, 9 and 10 plates. To be faired in place. |
| In B strake, Nos 3, 4, 5, 10, 11 & 12 plates set up. | : In B strake, No. 4 plate. To be renewed. In B strake, Nos 3 & 10 plates To be removed, faired and replaced In B strake, Nos 5, 11 & 12 plate To be faired in place. |
| In C strake, Nos 3, 4, 8 & 9 plates set up. | : In C strake, No. 4 plate. To be renewed. In C strake, No. 8 plate. To be removed, faired and replaced. In C strake, Nos 3 & 9 plates. To be faired in place. |
| In D strake, No. 7 plate set up. | : In D strake, No. 7 plate. To be faired in place. |

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."

DECKBOARD SIDE.

- A strake, Nos 3 & 10 plates, set : In A strake, No.3 plate. To be faired in place.
In A strake, No.10 plate. To be renewed.
- B strake, No.9 plate set up. : In B strake, No.9 plate. To be faired in place.
- C strake, Nos 7, 8, & 9 plates : In C strake, Nos 7 & 9 plates. To be renewed.
set up. In C strake, No.8 plate. To be faired in place.

INTERNAL: DOUBLE BOTTOM TANKS.

- No.1 TANK. 2 floors slightly buckled; To be faired in place, or cropped, with shell angles. faired and replaced.
floors severely buckled on port To be cropped and part renewed on side, with shell angles. port side.
- tank side brackets in way of above: To be removed, faired and replaced.
floors, buckled.
- No.2 TANK. 4 floors slightly buckled: To be faired in place.
floor severely buckled, with shell: To be cropped and part renewed. angles.
- No.4 TANK. Forward watertight floor, : To be cropped on lower portion, which is lower portion of after and part renewed, with shell engineroom bulkhead, severely angle in way. buckled on lower part, with shell angle.

ENGINE ROOM SPACE.

- floor below engine bedplate, buckled. To be removed, faired and replaced.
bracket connecting after bulkhead ; To be removed, faired and replaced.
side keelson, buckled.

Broken and disturbed cement in way of above tanks and Engine and Boiler Room space, to be removed and replaced with new cement.

All new and disturbed steelwork, to be given two coats of Owner's proved paint.

On completion of repairs, all tanks in way of repairs to be filled and tested, and Engine and Boiler Room spaces, which are open bilges, to be flooded and repairs tested.

In view of the present situation, it was impossible to carry out permanent repairs, owing to the fact that the vessel was urgently required. The following temporary repairs were effected.

PORT SIDE. 77 slack rivets renewed. A number of started rivets and seams caulked.

STARBOARD SIDE. 42 slack rivets renewed. A number of started rivets and seams caulked.

Forward watertight floor of No.4 tank, foundation angle seam electric welded (6 feet).

Started angle bar rivets caulked.

Angle cemented on both sides.

Broken cement in Nos 1, 2 & 4 double bottom tanks, also in engine and boiler space, renewed.

Above tanks filled and tested on completion, and renewed rivets in way of Engine and Boiler space, hose tested.

1 Rose box for engineroom bilge suction pipe, renewed.

Permanent repairs will be effected at the first opportunity.

Survey Fees. £.12.12.0.

Expenses LE 8.500 m/ms

Day Attendance Fees LE.4.095 m/ms

Total at 97.5 piastres to £.= LE.24.880 m/ms

Surveyor to Lloyd's Register.

Foundation

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