

COPY.

Lloyd's Register of Shipping.



Port Galveston, Texas.

December 8, 1941.

This is to Certify that

the undersigned Surveyor to this Society did at the request of the Owners representative, Survey the

S/S "E. M. CLARK", 9647 tons gross of Wilmington,

while the vessel lay afloat at anchor in Galveston Bolivar Roads, on the 7th December, 1941, for the purpose of ascertaining the nature and extent of damage alleged to have been sustained by a head on collision with the shell carrying Barge No.41 of wood construction in the Houston Ship Channel about Beacon 22 & 23, while on a loaded voyage from Baytown to Wilmington, North Carolina, the barge being towed light by the Tow boat "Captain Haden".

For Further Particulars Please See Vessel's Log Books.

The undersigned upon examination found:

FOUND

In the general vicinity of the 26 foot draft mark, the protective paint at stem and port bow plating somewhat scrubbed and to a lesser extent on the starb. bow.

Internally, in way of peak space, paint disturbed and broken over an area of about eight square inches on port side six feet from stem and two feet above fore peak tank but no structural damage apparent.

Internally in way of fore peak tank, on port side between frames Nos.4 & 6 and on starb. side between frames Nos.3 & 5, both about six feet below tank top, slight sharp local indentations about $\frac{1}{2}$ " and $\frac{3}{4}$ " deep, one indent being about two feet long vertical.

RECOMMENDED

That the vessel proceed on her voyage, subject to the stem and bow plating being further examined at the next drydocking.

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 executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever 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."

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FOUND

These indentures may have been sustained in consequence of this casualty, or possibly by the anchor flukes.

No evidence of leakage or other damage observed.

RECOMMENDED

M. Dickson

Surveyor to Lloyd's Register.

This is to Certify that I have

Fee - \$40.00

Exp. - 11.00 (incl. Sund. Fee)

Surveyed the s/s "E. M. Clark", 5047 tons gross of Wilmington, Del., while the vessel lay afloat at anchor in Delaware Bay, on the 7th December, 1941, for the purpose of ascertaining the extent and nature of damage alleged to have been sustained by the vessel in collision with the shell carrying barge "Bart" of wood construction in the Delaware Bay Channel about January 27th, 1941, and as a loaded vessel from Lorton to Wilmington.

and that I have reported to the Committee of Lloyd's Register of Shipping, London, a Report, stating that the damage recommended by me have been completed to the satisfaction of the Committee, and that I have Recommended that the vessel be allowed to proceed, viz. \$10000, without further notice of survey, subject to the condition that the plating being further damaged by the vessel's machinery, and that the damage was done by the vessel's machinery.

being fit to carry

Petroleum in bulk.

This Certificate is issued upon the terms of the Regulations of Lloyd's Register of Shipping, and it is to be understood that neither the Society nor the Surveyors are to be held responsible for any inaccuracy or omission in the Register Book or other publication of the Society, or for any damage or loss sustained by any Member thereof, or for any damage or loss sustained by any Member thereof, or for any damage or loss sustained by any Member thereof.



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