

COPY.

Lloyd's Register of Shipping.



Port FALMOUTH.

27th May, 1940.

This is to Certify that

W. M. Balfour.

the undersigned Surveyor to this Society did at the request of the Owners representative survey the S.S. "GYMBELINE", 6317 tons gross of Liverpool for damage stated to have been caused by collision with the S.S. "TREBARTHA" at Port Tewfik on January 17th 1940, when on a voyage from Gibraltar to Abadan.

The damage was surveyed on 24th April 1940 when it was observed a large cement box had been fitted in tween decks and in engine room in way of the damage.

Cement box removed and damage subsequently surveyed.

On examination found and recommended as follows:-

FOUND.

RECOMMENDED.

Starboard Side.

Shell plating numbered from aft.

Strake N. poop sheerstrake No.4 badly set in.

To be renewed.

Strake M. No.4 badly set in.

To be renewed.

Strake L. main sheerstrake No.4 badly set in.

To be renewed.

Strake K. No.4 set in.

To be removed, faired and refitted.

" J. No.4 badly set in.

To be renewed.

" H. No.4 set in.

To be removed, faired and refitted.

" G. No.4 set in.

To be removed, faired and refitted.

Frames.

Numbered from stokehold bulkhead.

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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S.S. "GYMBELINE".

FOUND.

No.7 aft set in above 2nd deck.

No.8 aft badly set in.

No.9 aft badly set in.

No.10 aft set in above 2nd deck.

Note: All the foregoing frames are scarpd at the 2nd deck and alternate frames at the upper deck.

Peep Deck.

Nos. from fore end of peep. Stringer plates Nos. 2 & 3 set up.

Strake next to stringer No.2 slightly set up.

No.3 set up.

Gunwale & waterway angles set in and buckled
3 guard way stanchions and rails distorted.

Peep Deck Beams.

4 beams next ship side distorted and frame brackets buckled.

Upper Deck.

Stringer plate in way of frames 7 to 10 aft of stokehold bulkhead set in.

Strake next stringer adjacent to the above buckled.

RECOMMENDED.

From 2nd deck to upper deck to be removed, faired and refitted.

From upper deck to peep deck to be renewed.

From margin plate to 2nd deck to be removed, faired and refitted.
From 2nd deck to peep deck to be renewed.

From margin plate to upper deck to be removed, faired and refitted.
From upper deck to peep deck to be renewed.

From 2nd deck to peep deck to be removed, faired and refitted.

Both plates to be cropped and cropped portions renewed as one plate.

To be faired in place.

To be removed, faired and refitted, hatch coaming and ventilator coamings to be removed for access and refitted.

To be cropped and part renewed.

To be repaired and refitted.

Beams to be cropped and part renewed, butts welded.
3 brackets to be renewed, one to be removed, faired and refitted.

To be cropped and part renewed.

To be removed, faired and refitted.



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Lloyd's Register
Foundation

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S.S. "CYMBELINE".

FOUND.

2nd strake from stringer in way of the above slightly set up.

4 shell checks set in.

Waterway bar set in.

Upper Deck Beams.

5 beams buckled next ship side and frame brackets in way buckled.

End Deck.

Stringer in way of frames 7 to 10 aft of stekehold bulkhead set in and holes out for temporary repairs, 2 plates affected.

Strake next stringer adjacent to the above set up.

2nd strake from stringer in way of the above slightly set up.

End Deck Beams.

4 beams buckled next ship side and frame brackets in way buckled.

Screen bulkhead slightly buckled at ship side.

Testing.

Damage is in way of Engine Room and cross bunker.

RECOMMENDED.

To be faired in place.

2 to be renewed, 2 to be removed, faired and refitted.

To be cropped and part renewed.

2 to be cropped, removed, faired and refitted and butts welded, 3 to be faired in place. 2 frame brackets to be renewed, 3 to be removed, faired & refitted.

After plate to be cropped, forward plate to be renewed and extended to new butt.

To be removed, faired & refitted.

To be faired in place.

1 beam to be cropped, and part renewed and butt welded, 3 to be faired in place.

1 bracket to be renewed, 3 to be removed, faired & refitted,

To be faired in place.

Cross bunker to be steamed out, cleaned and tested on completion of repairs.

It is further recommended that all removals necessary in order to carry out the above recommendations are to be replaced with part new material as necessary, all new and disturbed work to be repainted and all broken and loose cement to be made good.

The foregoing recommendations are made in order to replace this vessel as far as practicable in the same good and efficient condition as before the alleged casualty occurred.

(Sgd.) *Wm. Balsam*
Surveyor to Lloyd's Register

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