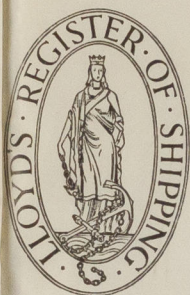


COPY

LLOYD'S REGISTER OF SHIPPING



Port HELFAST.

26th October, 1960.

This is to Certify that

William Alcorn

the undersigned Surveyor to this Society did at the request of

the Owners' Representative examine the tanker "DILOMA", 8080 tons gross of The Hague, whilst she lay in Lough Swilly, Co. Donegal, Eire, on 21st October 1960, for Damage stated to have been sustained through grounding at Flazenvik, Stockholm, on 11th October 1960, whilst on a voyage Rotterdam to Stockholm in loaded condition.

For further particulars see ship's log-books.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUND:

RECOMMENDED:

Damage located at lower bilge strake
S.S. fwd.,
Shell plates and frames numbered from
aft.

No.2 tank, (from fwd.)

- | | |
|--|---|
| 1). Plate D.11 (runs into No.1 tank)
indented generally. heavily. | To be part renewed, length 10 ft.
approximately. |
| 2). Frame No. 145 and shell back bar,
buckled. | To be part renewed. |
| 3). Frame No.145 bilge bracket buckled
slightly. | To be removed, faired and re-riveted. |
| 4). Frame No.144 and shell back bar,
buckled. | To be part renewed. |
| 5). Frame No.144 bilge bracket buckled
slightly. | To be removed, faired and re-riveted. |
| 6). Frame No.143, angle buckled. | To be removed, faired and re-riveted. |
| 7). Plate D.10, indented generally at
aft end. | To be part renewed, 12 ft. approx., |
| 8). Frame No. 137, angle buckled. | To be part renewed. |
| 9). Frame No.136, angle buckled. | To be part renewed. |
| 10). Frame No.135, angle buckled. | To be part renewed. |

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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 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."

COPY

FOUND

) Bulkhead on Fr. 134, coaming/wing plate and shell bar buckled.

Plate D.9, indented generally, lightly.

3 Tank, (from forward)

Trans. bulkhead outboard stiffener and bracket buckled (fr. 134).

Bulkhead (fr.134) shell bar buckled.

Frame No.133, angle buckled.

Frame No.133, bilge bracket buckled.

Frame No.127, angle buckled.

Frame No.127, bilge bracket, buckled slightly.

Plate D.8, indented lightly at fore end.

RECOMMENDED

To be part renewed, plate 6' x 5' approx.

To be removed, faired and re-riveted.

To be renewed.

To be part renewed, 6 ft. approximately.

To be renewed.

To be renewed.

To be renewed.

To be removed, faired and re-riveted.

To be released and faired in place at F.E.

Piping to be removed as necessary for access and replaced afterwards in good condition.

Shell and bulkhead plating to be tested upon completion of repairs.

New and disturbed work to be coated as necessary.

Drydocking necessary for repairs.

The above recommendations were made with a view to placing the hull in the same good and efficient condition as before the alleged casualty occurred.

Repairs have been deferred until next drydocking.

William Alcorn.

(WILLIAM ALCORN)

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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Foundation