

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

D.565

Port ALEXANDRIA.

14th NOVEMBER, 1953.

This is to Certify that

R.W.STONEHOUSE,

undersigned Surveyor to this Society did at the request of
Lloyds & Co.- Lloyd's Agents, at Alexandria acting on behalf of
the Association, London, and with the consent of the Owner,
board the Steel Screw Steamer

"BURICA"

cross of Port Limon, whilst lying in drydock at Alexandria
on day of October, 1953 and subsequent dates for the purpose
of ascertaining the nature and extent of the damage stated to have been
(1) Grounding in Chittagong approaches on 28th September, 1952,
s. "PAN OCEAN" dragging her anchor during winds of gale force
on 8th March, 1953 and contacting BURICA heavily on starboard
Alexandria.

For further details please see ship's log books.

On examination it was found:-

RECOMMENDED.

Port side.
slightly set up
across, maximum $\frac{1}{2}$ "

Plate to be faired in place.

Locally indented
across approx. $2\frac{1}{2}$ " over
one frame space.

Plate to be faired in place.

Indented between
frames after end.

Crop approx. 10 feet remove, fair
and replace with welded butt and
re-rivet.

Starboard side).
Indented for three
frames.

To be faired in place.

Indented full length
frames.

Plate to remove, fair and refit.

This 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
understood that neither the Society nor any Member of any of its Committees is under any circumstances
responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any
other Book or other publication of the Society, or for any error of judgment, default or negligence of any of
any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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s.s. "BURICA"

RECOMMENDED.

Indented 1 frame space.

To be faired in place.

Indented 1 frame space.

To be faired in place.

Indented at after end
seam for two frame spaces.

Top seam of plate E5 to be
released, and plate E5 and plate
above to be faired in place,
and re-riveted.

Indented one frame space.

To be faired in place.

The above recommendations made so as to place
ship in the same good and efficient condition as before the
damages sustained.

No repairs have yet been effected to the above damages
reported, but it is estimated that they should cost approximately
£180.- for damage (1), and £180.- for damage (2) at current prevailing
Alexandria exclusive of drydocking charges, which will amount
for three days.

Robert Stonehouse
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SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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Lloyd's Register
Foundation