

COPY.

Lloyd's Register of Shipping.



Port

Baltimore, Maryland

11th March, 1938

This is to Certify that

William Hall Stewart

the undersigned Surveyor to this Society did at the request of
Owners representative attend the Steel Single Screw Steamship

"Cypara King"

3915 tons gross register of Middlesbrough

to ascertain the nature and extent of the damage stated to have been
sustained when vessel grounded October 15th, 1937 whilst on voyage
from Campbellton to Bathurst.

For further particulars please refer to Official Log Books.

On the 3rd day of March, 1938 and subsequent dates
while vessel lay in dry dock at the Maryland Drydock Co.'s Plant,
Fairfield, Maryland, the undersigned made examination, found and recommended
as follows:-

Found

Recommended

Shell Plating Forward

(P.S.) A - Strake #2 plate indented.

A - #2 plate be faired in place.

A - " #3 plate indented.

A - #3 plate be renewed.

B - " #1 plate indented.

B - #1 plate be removed, faired
and riveted.

(S.S.) B - Strake #1 plate indented.

B - #1 plate be removed, faired
and riveted.

Bilge keel buckled and torn.

One length be renewed and
remainder faired.

K - #2 buckled.

K - #2 be renewed.

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."

Found

Scattered loose and started rivets & leaking seams in way of #1, 2 & 3 tanks Port & Starboard.

All tanks in way of above repairs be tested and proven tight.

All removals be replaced as before.

Rudder bushings broken and missing.

One propeller blade bent.

All new and repair work be coated as before.

Necessary dry docking to effect above repairs.

The above recommendations are given with a view to restoring vessel to as good a condition as existed before alleged damage.

The above repairs have been effected and are satisfactory.

Recommended

Broken and damaged internals in way of above be renewed, or faired as found necessary.

Approximately fifteen hundred rivets be renewed and seams as found necessary be caulked and welded in way of #1, 2 & 3 tanks Port & Starboard.

Rudder be lifted for examination, pintles and gudgeon bushes, examined, renewed and repaired, as found necessary.

Rudder carrier examined and repaired if found necessary.

Rudder be tested, after repair, and proven in good order.

One propeller blade be faired.

FEE \$65.00

EXPS \$8.00

Late Fees \$20.00

W.A. Stewart

Surveyor to Lloyd's Register



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Foundation

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