

COPY

16 FEB 1951

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



K I E L

Port

30th December, 1950

OFFICIAL NUMBER = 8117  
SIGNAL LETTERS = S.L.A.D.

This is to Certify that I have

*A. B.*  
M.T. "OTIS", 1160 tons gross, of Gothenburg, as she lay in dry

Surveyed the

at Howaldtswerke Kiel on 14th November, 1950, and subsequently, for damage stated to have been occurred:

- 1.) by collision with U.S. "ALGERIAN" at Dunkirk on 3rd November, 1950,
  - 2.) by grounding at Dieppe during discharge of cargo on 9th, 10th and 11th Nov., 1950,
  - 3.) by contact with quay wall and lock gate on 11th November, 1950,
- for lengthening the vessel in accordance with approved plans and for alteration in connection with installation of new propelling machinery in accordance with approved plans,

and that I <sup>will</sup> ~~have~~ transmitted to the Committee of Lloyd's Register of Shipping, London, a ~~the hull lengthening, alteration and~~ Report, stating that all repairs

recommended by me have been completed to my satisfaction, and continued as classed with fresh

that I <sup>will</sup> ~~have~~ Recommended that she be record of dry docking 12,50 and the notation "vessel lengthened 1950-12 no."

Petroleum in Bulk.

being fit to carry

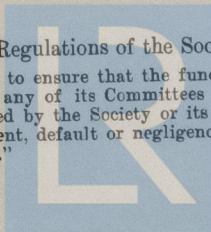
*A. Bury*

Surveyor to Lloyd's Register.

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, to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register 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."

Art. B.) 30m, p.50. (MADE AND PRINTED IN ENGLAND.)



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