

COPY FOR LONDON OFFICE.

Lloyd's Register of Shipping.



Port St. John's, Nfld.

12th August, 1960.

This is to Certify that

K. HARRISON

the undersigned Surveyor to this Society did at the request of the Owner attend the Steel Screw Whaler "SUKHA" 251 tons gross register of St. John's, Newfoundland, whilst lying afloat at Harbour Grace, Newfoundland, on the 11th May, 1960, and whilst lying in drydock at St. John's, Newfoundland on the 9th August, 1960, and subsequently for the purpose of carrying out part Special and Condition Survey to ascertain the present condition of the vessel.

The following parts of the vessel were examined and the condition found as follows:-

Vessel Examined Afloat:

Forepeak

Frames, beams, floors and shell plating internally in satisfactory condition except for heavy loose scale.

Forward Accommodation frames, beams and shell plating internally, so far as now seen, in satisfactory condition.

Store under Forward Accommodation frames, beams, bulkheads, floors, etc. in satisfactory condition except for heavy loose scale.

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."

Whaler "SUKHA"

St. John's, Newfoundland,

12th August, 1960.

Storeroom

Frames, beams, bulkheads and shell plating internally in satisfactory condition except for heavy loose scale.

Buffer Spring Compartment

Frames, beams, bulkheads, floors, etc. in satisfactory condition except for heavy loose scale.

Engine and Boiler Room

Frames, beams, casing, bulkheads in satisfactory condition. Floor plates not lifted and bilges not examined at this time.

After Peak Water Tanks Port and Starboard

Standing flanges of beams and frames, beam knees badly wasted and requiring renewal or reinforcement.

After Peak

Frames, beams, deck in satisfactory condition except for heavy loose scale.

Deck Plating

in satisfactory condition. Plating drilled in several places, thickness gauged and found satisfactory. Deck coated with heavy oil.

Casings, Hatchways, Companionways, Bulwarks

examined and found in satisfactory condition. Starboard coated with scale in several places. Bulwark plating and rail slightly indented in several places.

Vessel placed in Drydock

Keel, bottom and rudder scraped and cleaned. Staging erected around vessel and bottom and side shell plating sounded, drill tested as required and the following found:-

Shell Plating Portside

Sheerstrake "E" Strake

Nos. 5, 10 & 11 plates approximately 90 rivets in lower seams wasted and requiring renewal.

1st below Sheerstrake "D" Strake

Nos. 9 & 10 plates badly wasted and holed. Plates to be renewed.

Nos. 3 & 11 plates approximately 30 rivets in frames and 50 rivets in fore and after butts and 30 rivets in top seam wasted and requiring renewal.



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Whaler "SUKHA"

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Shell Plating Portside (Continued):-

2nd below Sheerstrake "C" Strake

No. 6 plate wasted and thickness below renewal size.
Plate to be renewed.

3rd below Sheerstrake "B" Strake

No. 3 plate approximately 50 rivets in top seam wasted
and requiring renewal.

Shell Plating Starboard Side

Sheerstrake "E" Strake

Nos. 7 & 8 plates approximately 120 rivets in lower
seam, 20 rivets in frames and 60 rivets in
lower seam wasted and requiring renewal.

1st below Sheerstrake "D" Strake

Nos. 2, 3 & 5 plates approximately 10 rivets in
frames, 25 rivets in after butt, 100 rivets in
frames, after butt 30 rivets wasted and requir-
ing renewal.

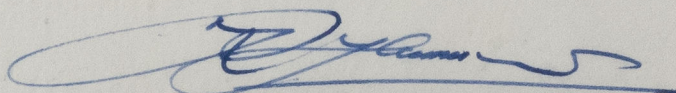
Nos. 9 & 10 plates wasted and thickness below renewal
size. Plate to be renewed.

2nd below Sheerstrake "C" Strake

No. 3 plate approximately 20 rivets in top seam
wasted to be renewed.

Scaling and Chipping required around waterline approximately
2 ft. above and below port and starboard full length
of vessel in way of plates C 1, 2, D 1, 2, 3, E 4,
5, 6, 7, 8, 9 & 10.

Sundry Repairs required to deck fittings, piping, rigging, etc.



Surveyor to Lloyd's Register.



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