

COPY.

Lloyd's Register of Shipping.



Port of ANTWERP,

27th January 1937

This is to Certify that

ADOLPHE G. L E T A C

the undersigned Surveyor to this Society did at the request of

the Owners, survey the twin screw steamer "LEOPOLDVILLE", 10509 tons gross, of Antwerp, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained through

- 1) Heavy weather encountered on the 6th September 1936,
- 2) Striking the quay wall at Palerme on the 11th September 1926.

For further particulars see log books.

On the 29th October 1936 and subsequent dates, the vessel then lying in the dry dock of Messrs. Mercantile Marine Engineering and Graving Docks Co., Antwerp, the undersigned upon making examination found damage and recommended repairs as follows:-

FOUND:	RECOMMENDED:
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FIRST DAMAGE.

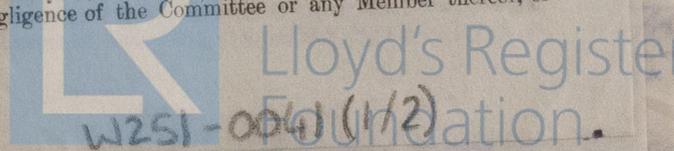
Watertight floor at fore end of No.3 D.B.tank port side slightly buckled.	Floor to be released, faired and riveted.
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Three floor stiffeners bent.	Three stiffeners to be renewed.
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Watertight floor at after end of No.6 D.B.tank starboard side	Floor to be cropped, wing plate to be renewed, remaining part of
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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Committee or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



W251-0041 (212)

outlining and 6.5/8 (4 ft.) and alteration N.H.P. 1197. also find record

COPY

S/S "LEOPOLDVILLE"

2

FOUND:

RECOMMENDED:

badly buckled in wing, slightly buckled at inner end.

floor to be released, faired and riveted.

(The ship's bottom plate to be removed for access to floor and afterwards refitted.

Six stiffeners bent.

Six stiffeners to be renewed.

No. 3 and No. 6 D.B. tanks to be tested on completion of repairs.

SECOND DAMAGE:

ON THE STARBOARD SIDE (PLATES NUMBERED FROM FORWARD)

Plate J 8 badly indented.

Plate K2 to be renewed.

Plates H7, H8 and I17 indented.

Three plates to be removed, faired and refitted.

Plates J 6 and J 7 slightly indented on lower landing.

Two plates to be faired in place.

Plate K6 (from aft) slightly indented.

Plate to be faired in place.

Frames in way of damaged plating to be faired in place as found necessary.

ALSO RECOMMENDED that all fittings removed to execute or facilitate the above repairs be replaced as before, all broken cement be renewed as before, all new and repaired work be coated inside and outside as before, and the whole of the repairs be carried out in such a manner as to place the vessel in the same good and efficient condition as she was in before the alleged damages were sustained.

2188.-

Fee. Frs. 3000.-

incl. tax & Exps.

Surveyor to Lloyd's Register, Antwerp.



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coupling and 6.5" (4 ft.) and alteration N.H.P. 1197, also fresh record
Del. date of P. & T.S.M. 12-36.