

COPY.

Lloyd's Register of Shipping.

Port of ANTWERP.

4th February 1928.

This is to Certify that

GUIDAVUS GIVAY HERBERT.

the undersigned Surveyor to this Society did at the request of
at the request of the owner a Superintendent survey Steel Screw
Steamer "RADIMKA", of Antwerp, 5000 tons gross, for the purpose
of ascertaining the nature and extent of the damage stated to
have been sustained whilst on voyage from S.Africa to Antwerp
via Hamburg through fire which broke out on the 23rd December
1927 and was finally extinguished on the 3rd January 1928; also
through heavy weather on the 24th, 26th, 28th, 29th, & 30th December
1927.

For particulars see log-book.

On the 13th January 1928, the vessel then lying afloat in the
Bassin Canal, Antwerp, the undersigned upon making examination
found damage and recommended repairs as follows:-

(1928)

RECOMMENDED.

FIRE DAMAGE.

BULWHEAD AT AFTER END OF

No. 2 HOLD.

Two plates in the second tier To be renewed.

above tank top buckle.

Two plates in the third tier To be renewed.

& two plates in the fourth

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is
understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for
accuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other
records of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents
of the Society.

2.-

FOUND

RECOMMENDED

vertical shifting board angles
on bulkhead buckled.

Second deck, angle bar on
bulkhead buckled.

Seven second deck beams buckled.

TWO second deck beam girder
angles buckled.

Fifteen wood shifting boards,
damaged by fire.

SECOND DECK, PLATING.

COUNTING FROM BULKHEAD AT AFT
END No.2 HOLD.

Centre strake No.1 buckled.

To be dropped & partly renewed.

PORTSIDE.

A strake No.1, B, strake No.1
C, strake No.1, & D, strake No.1
buckled.

No.1 A,B,C, strakes to be removed,
fairied, annealed, & replaced. No.1 C,
strake to be renewed.

STARBOARD SIDE.

No.1 stringer plate buckled.

To be removed, fairied, annealed, &
replaced. Stringer angle to be crop-
ped, removed, fairied, annealed &
replaced.

A, strake No.1, B, strake No.1
C, strake No.1 & D, strake No.1
buckled.

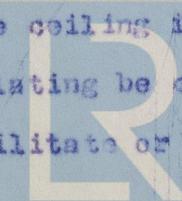
No.1 A, & C, strakes to be removed
fairied, annealed & replaced. No.1 B
& D, strakes to be renewed.

IN CROSS BUNKER.

Stakehold bulkhead port side
one plate buckled also stiffener
on it.

Plate to be renewed, stiffener to
be fairied in place.

ALSO RECOMMENDED, that all ceiling, casings & cargo battens in No.2
hold, between decks and cross bunkers & the ceiling in the port side
bunker be removed & all the framing & plating be cleaned & re-coated
as before, that all cement removed to facilitate or effect the foregoing.



W435-0056 (2/3)

TUE 13 NOV 1928

Nominal Horse Power } 490.
No. of Main Boilers 3.

Engines made at Seaport
Boilers, when made (Main) 1917
Owners C. Africaine de Haar Lec. Co.

By whom owned & managed Wolff
(Donkey)
(If not already recorded in Appendix to Register Book)

Voyage

Classification
in Register B

Ex-
Survey
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Voy.

A 1

28

Repairs be renewed i as before; that all fittings removed to facilitate or effect the foregoing repairs be replaced as before. On completion of the repairs the bulkhead at after end of No. 2, hold & the stokehold bulkhead on port side and the second deck at the after end of No. 2 hold be hose tested. A list of fittings, signed by the Captain, stated to have been destroyed by the fire is attached hereto.

DAMAGE THROUGH HEAVY WEATHER

On the 18th January the vessel then lying in No. 1 Dry dock Antwerp, where she had been placed for examination, the undersigned upon making examination, found damage & recommended repairs as follows: -

FOUND.

RECOMMENDED.

Rudder pintle nuts slightly slack.	All pintle nuts to be tightened up.
E. strake No. 2, from forward port & starboard sides, fractured.	To be renewed.
Caulking of E port side, started.	Riveting to be tested & caulking overhauled.
One butt and landing of plate in D & E, strakes, starboard, & two butts & stem port, & a few rivets in stem, started.	Rivets to be tested & renewed, as necessary. Caulking to be overhauled & made good.

ALSO RECOMMENDED that on completion of the repairs the fore peak tank be filled and tested; that all cement removed to facilitate or effect the foregoing repairs be renewed as before; all new and repaired work be painted outside and inside as before, and the whole of the work carried out so as to place the vessel in the same good and efficient condition as she was in before the alleged damage was sustained.

Fee & Tax..... Frs. 3233,-

J. O. Steket
SURVEYOR OF THE LLOYD'S REGISTER.

ANTWERP.



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Lloyd's Register
Foundation

W435-0056 (3/3)

for to Li

g & Casings removed in two parts
i. and b. to all hatches & plates, cleaned & re-

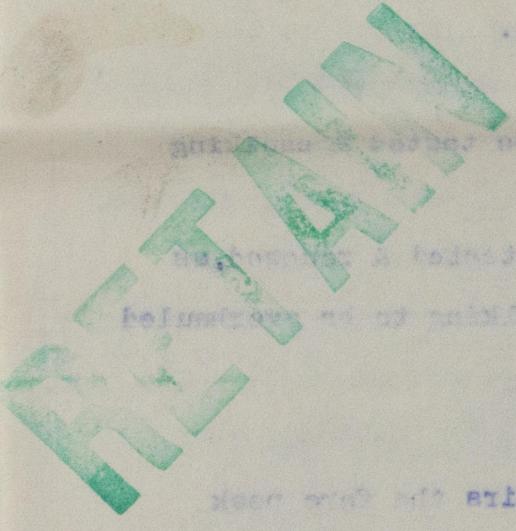
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waterproofing of deck, rigging etc. The deck painted as follows:-
To port side No. 1000 white as background, no stripes or pattern over this.
Midships and a third, 1000 to the ports as described and stripes
S. off to the starboard side to deck house and the ship from No. 1000
forward, striped with 1000, consisting of black, red and white stripes
alternating in width, each stripe 1000 wide, the pattern being repeated every
1000 feet.

BRIDGE WORK HOLLOWED DOWN

Afterwards took out 1.000 feet of new timber and ~~wood~~ with
gummed resin treatment and, replaced with the old and best quality
and painted up according to original spec.

Repaired all deck fittings and
the bridge deck.



revised D.

REVIEWED AND APPROVED BY THE
GENERAL SUPERVISOR OF INSPECTION

W.H. MITCHELL



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