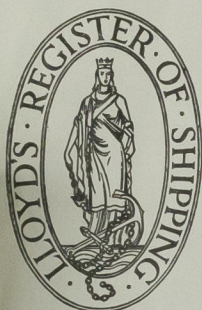


LLOYD'S REGISTER OF SHIPPING



M. H. No 11.

Port Milford Haven

10th August 1963.

This is to Certify that

LESLIE S. SIMS.

the undersigned Surveyor to this Society did at the request of ESSO Petroleum Company, Milford Haven, attend on board the S/S "ESSO BIRMINGHAM" 10727 tons gross of London, as the vessel lay moored fore & aft at Milford Haven on the 29th of July & on subsequent dates, for the purpose of carrying out an examination of the vessel, prior to her being taken in tow as a Dead Tow, from Milford Haven, on a date to be arranged by the present Owners, towards a Port in Yugoslavia.

The Survey was carried out entirely without prejudice as to the Terms & Conditions of Insurance,

Present at the Survey were:

Mr Latto, Engineer Superintendent of ESSO Petroleum Co and the undersigned.

The requirements of a General Examination were carried out, and at this examination certain cargo tanks, enumerated below, were examined internally and were found to be sound and tight.

No 2 Cargo Tank, - Port, Centre and Starboard.
No 6 Cargo Tank, - Port, Centre & starboard.
No 9 Cargo Tank, - Port, Centre and Starboard.

Cofferdam between Cargo Tanks & Bunkers.

A complete sounding, round the vessel, was taken at this time and the soundings were as under:-

Fore Peak Tank - Dry
Fore peak Spaces - $3\frac{1}{2}$ "
Chain locker - 2"
Fore deep Tank Port & Starboard - Dry.
Forward Cofferdam - Dry.
Forward Pump Room - $6\frac{1}{2}$ "
Cargo Tanks - in ballast condition.

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 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."

No 1 Port 12'7" - Starbd - Dry.
 No 2 Port 1' 8" - Centre 2'4 $\frac{1}{2}$ " - Stard - Dry
 No 3 Port 12'11" Ullage,
 " Centre 13'3" Ullage
 Stard 18' 4" Ullage.

No 4 Port - 9'6" - Centre 4'6 $\frac{1}{2}$ " - Stard - 3"
 No 5 Port - 17'4" Ullage
 " Centre 5'8" Ullage
 " Stard 5'3"

No 6 Port - 4" - Centre 5" - Stard 3'5"
 No 7 Port 4'7" - Centre 3'10" - Stard 1' 9"
 No 8 Port 10' 8" - Centre 10'11" - Stard 14'9"
 No 9 All Dry.

Cofferdam Aft - Port - Dry - Stard 7"
 Pumproom 1'0"
 Bunker Port 30'7" - Ullage
 Stard 31'6" - Ullage

Double bottom Tanks,
 No 1 Port 3'11" - Stard 4'10"
 No 2 Port 2'10" - Stard - Dry

Distilled water Tank - 33 Tons
 Drinking Water Tanks Dry.

At the time of these soundings the draught of the vessel was :- Ford 15'9" - M'ships 17' 0" & Aft 19' 3".

No arrangements having been made to remove any growth from the bottom, this Certificate is issued with the following conditions.

That:- In my opinion, the vessel, being
 (a) Unclassed for the voyage, is proved sound & tight.
 (b) The rudder is secured amidships,
 The Towing arrangements are the sole responsibility of the Owners & that this Certificate relates only to clauses "a" and "b" as noted above.

Signed

Leslie S. Sims

Leslie S. Sims

(non ex) Surveyor to Lloyd's Register.

In my considered opinion, this vessel is in condition to be towed from Milford Haven to Falmouth for cleaning purposes.

Signed.

Leslie S. Sims



© 2021

Lloyd's Register
 Foundation