

COPY

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

MS-13416

Port

KOBE

7th February, 1953.

This is to Certify that

L.T. WILLIAMS

undersigned Surveyor to this Society did at the request of

Mrs. C.F. Sharpe & Co., Owners Agents attend on board the
"EMPIRE VICEROY" 7803 Tons Gross of London whilst the vessel
afloat at Kobe, Japan on the 17th and 19th January, 1953 for
purpose of holding a "OFF HIRE" Survey.

The Decks casings, holds, hatch coatings hatches tarpaulins and
winning arrangements, vents, windlass, steering gear and equipment
generally examined and found in good and efficient condition.

The winches derricks and gear appear in good working condition.

The following defects were noticed.

CONDITION OF

(a) No.1 Hatch Area and Forecastle Area

1. Hand rails aft port and starboard side, buckled.
2. Forecastle ladder rails buckled, platform and ladder generally buckled.
3. Several pad eyes and cleats on bulwark rail bars bent.
4. Hatch coaming cleats, buckled and five locking bar cleats buckled.
5. Hatch coaming ladder, buckled.
6. Several frame flanges slightly buckled.
7. Three (3) hatch tarpaulins (78' x 38') torn and shredded at scattered locations.

(b) No.2 Hatch Area

1. Wash deck pipe lagging torn in places.
2. Steam pipe canvas covering torn and missing in places.
3. Outer pipe set down on places.

(c) Poop Deck Area

1. Rails slightly buckled.
2. Canvas covers on steam lines torn in places.

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The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any
Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its
Officers or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

LOWER HOLDS; condition of

1. All holds, tank tops, vent pipes, extension rods, sounding pipes, ceilings, pipe guards, brackets, ladders, strongbacks, hatch boards, padeyes, and other hold appendages found to be in good condition, with the following exceptions:

(a) No.1 Hold

1. Wood pipe casing aft bulkhead old and worn, places broken away.
2. Side bilge limber steel casing, slightly wavy.
3. Ceiling longitudinal and thwartship angles buckled on flanges.
4. Frame No.13 and 14 from aft. buckled at flanges below side stringer, several others slightly buckled at flanges.
5. Side limber steel casing generally lightly buckled.
6. Starboard bilge sounding pipe bent.
7. Steel covers for Echo Sounder junction box aft bulkhead slightly buckled.
8. Three lugs for shifting board uprights broken and two lugs bent.

(b) No.2 Hold

1. Port and starboard side frame flanges slightly buckled in many places.
2. Bilge limber steel casings indented and wavy in places.
3. Ceiling longitudinal angles slightly buckled at flanges.
4. Wood casings to D.B.T. Sections, two (2) broken away.
5. Wood casing to bilge sounding pipes broken away.
6. Nine lugs for attaching shifting board uprights cut away to facilitate loading.
7. Several limber cover fastening bolts missing.
8. Several dents on shifting board channels fore and aft center line bulkheads.

(c) No.3 Hold

1. Port and starboard frame flanges slightly buckled in many places.
2. Bilge limber steel casing indented and wavy in places.
3. Sounding pipe port side set inboard.
4. Wood casing to bilge sounding missing over lower 30 feet.
5. Seven (7) shifting board upright attaching lugs cut away to facilitate loading.
6. Insulation to settling tanks port side partly pierced in places.

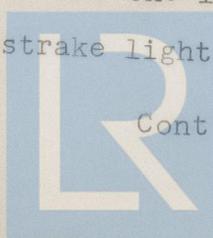
HULL ; condition of

(a) PORT SIDE

1. Second strake below sheer strake one long indent scar about 6' feet long $\frac{1}{4}$ inch deep between frames 149-156.
2. First strake below sheer strake shallow dent between frames 149-150.
3. First strake below sheer strake sharp indent 4" long between frames 135-136.
4. First strake below sheer one shallow dent.

(b) STARBOARD SIDE

1. Second strake below sheer strake 4" sharp indent between frames 177-178.
2. Second strake below sheer strake one light dent in way of frame 162.
3. Second strake below sheer strake light indentation of



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4. Second strake below sheer strake between frames 144-145 light dent.
5. First strake below sheer strake sharp indent about 8" long $\frac{1}{4}$ " deep.
6. Second strake below sheer strake sharp dent about 4" in diameter in way of frames 137-138.
7. First strake below sheer strake sharp horizontal scar $\frac{1}{2}$ " deep about 4 feet long between frames 140-143.
8. First strake below sheer strake one light dent between frames 133-134.
9. Second strake below sheer strake large deep indent about 24" in diameter and about 3" deep in the way of frame 70-72.

ITEMS REMOVED FROM THE ORIGINAL PLACE FOR CHARTERERS ACCOUNT:

- (a) Two cargo hold ventilators on the after deck removed to facilitate loading, presently stored on poop deck.
 1. Samson Post, two (2) at number two hold dismantled to facilitate loading, presently secured against bulwarks.
- (b) Large number of angle irons on decks and in holds welded there for securing cargo, said angle irons to be removed.

L. A. Sullivan
Surveyor to Lloyd's Register
of Shipping.



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