

COPY

## LOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Port..... CAPE TOWN

30th October 1957.

This is to Certify that

G. RITCHIE

Designated Surveyor to this Society did at the request of Messrs. Thesen's Steamship Co. Ltd., through Messrs. Thomson Watson Lloyd's Agents, attend on board the Steel Screw Steamer "COAST" 247 tons gross of Cape Town, whilst afloat, on 22nd October 1957 & on pontoon at this port on 28th October 1957 & subsequently for the purpose of ascertaining the nature and extent of damage stated to have been sustained through grounding.

It was reported that on 19th October 1957 Vessel "COAST" left Durban Bay at 1915 hours bound for Cape Town. At 2235 hrs. grounded on Island light abeam log 22, distance 2'. Fine coastal haze, sea, low swell.

At 0325 hrs. Vessel ran aground at NE side of Robben Island. Gave full astern immediately but no movement on the ship. Captain decided to bring out 2 kedge anchors on towing rope to keep her in position. Taking soundings regularly. Cargo & engine room dry. Waiting for rise of tide to take

At 1000 hrs. commenced heaving on kedge anchors & afloat at 1105 hrs.

Position of stranding Lat.  $33^{\circ} 47.5$  S. Long.  $18^{\circ}$

Period of stranding 7 hours 40 mins.

Vessel proceeded on reduced speed to Cape Town & arrived at No 6 Quay at 1325 hours.

For fuller particulars please see Deck log Books which were not sighted at this time.

Upon examination in dry dock the following damage was noted and repairs recommended without prejudice to the terms and conditions of insurance:-

issued upon the terms of the Rules and Regulations of the Society, which provide that:-  
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out and it is to be understood that neither the Society nor any Member of any of its Committees is under any obligation to be held responsible for any inaccuracy in any report or Certificate issued by the Society or its Agents in the Register Book or other publication of the Society, or for any error of judgment, default or omission in the entry in the Register Book or other publication of the Society, or for any error of judgment, default or omission of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.

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003605-003610-0019 1/5

Found

Recommended

FOR PERMANENT REPAIRS

PORT SIDE BOTTOM SHELL PLATING

(Shell Plates counted from ford).

Strake:-

set up badly & corrugated; (1) To renew plate PA6 for  
 first space abaft  
 mid length (ford half of  
 already renewed); rivets at  
 all & loosened & floor  
 vicinity also started;  
 scored longitudinally,  
 badly; the ford part of plate  
 dented & also badly scored.

scored & set up slightly (2) To fire & fair in place.  
 inboard part.

set up at ford end by (3) To renew plate PA7 for 12'  
 corrugated over two-thirds  
 part. X 4' - 2" X .375".

Adjacent to Garboard:-

badly set in at four areas (4) To renew plate PB3 for  
 upper parts. 13' - 3" X 4' - 0" X .375.

Strake:-

set in heavily at lower (5) To renew plate PG3 for  
 between frames to maximum of  
 corrugated at lower landing  
 area. 13' - 6" X 4' X .375".

rubbed & set up at bottom (6) To release fire, fair, &  
 and lower part scored &  
 fair. refasten bottom landing for  
 full length of plate 11' - 8"

bottom landing at seam (7) -  
 also scored by ford butt.

scored also at bottom (8) -

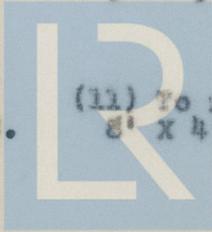
KEEL

plate badly scored & set (9) To remove, fair, & refasten  
 heavily at Port Side, in  
 Peak Tank. and/or renew ford shoe  
 plate for 11' - 6" X 3' - 3"  
 X .375".

(Note: In all probability this  
 plate would require renewal  
 on examination after removal).

No 3 from aft & (10) To remove keel plate fire,  
 PA7 garboard plate, fair, & refasten, for 11' X  
 and fore & aft & set up 3' - 3" X .50".  
 & rivets all rubbed

No 2 from aft set up (11) To renew keel plate, for  
 and fore & aft & set up  
 & rivets all rubbed 8' X 4' X .50".



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Found

Recommended

in plate scored badly at sides & set up moderately.

(12) To renew coffin plate for 6' X 3' X .50".

D. SIDE BOTTOM SHELL PLATING.

Garboard Strake:

SA5 set up at aft end part over area of 6' X 4'.

(13) To release fire, fair, & refasten, plate SA5 (Size 16' X 4' - 2" X .375")

SA6 badly set up towards & at one area sharply; mostly at outboard part; under aperture also set

(14) To renew plate SA6 for 13' X 4' - 2" X .375".

SA7 set in sharply by about mid length; & set at upper part.

(15) To renew plate SA7 for 12' X 4' - 2" X .375".

Strake Adjacent To Garboard:

SB5 scored deeply near seam.

(16) -

SB6 set up at inboard SA5 plate.

(17) To release, fire, fair, & refasten in conjunction with plate SA5 (item No 13 above).

Large Strake.

SC4 indented & set up at lower part by ford also towards aft end.

(18) To fire & fair in place.

SC5 set in & indented at lower part over area 2'.

(19) To fire & fair in place.

SC6 scored slightly long-ly above bilge keel.

(20) -

SC7 set in near ford end bilge keel; also set in by aft end in several

(21) To renew plate SC7 for 13' X 4' X .375".

SC8 set in heavily at near aft butt.

(22) To remove, fair & replace plate SC8 for 12' X 4' X .375".

SC9 also set in at two erately, at mid height part; grid plate for also buckled on this

(23)(a) To fire & fair in place both indents of plate SC9.

(b) To renew sea suction grid plate.

Trans:

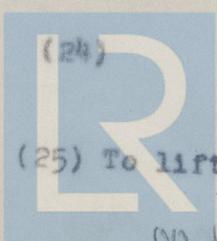
ored at sides & on

Plate scored at

(24)

(25) To lift for inspection

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ound

les at lower part.

Recommended

of pintles & gudgeon bushes at this time.

Y:

Cast iron 5 bladed propeller; pitch (mean) 3.59 ft. (about); all blades broken off near remaining parts of measuring respectively 7"; 7"; 8-1/2"; & 2'- 6".

(26) To renew propeller at this time of similar dimensions.

A new manganese bronze propeller of 5' - 4" diameter pitch was fitted after being bored to suit the existing propeller, being much smaller in diameter, proved to be unsuitable, and it was recommended, as no other was available, to fabricate a new propeller with 5 blades of 1/2" mild steel plate for ford & after faces. These are shaped to the requisite pitch & diameter and all built electric welding.

This required the Vessel to be slipped a second time for the bronze propeller to be removed & the new fabricated propeller to be fitted.

In subsequent sea trials the fabricated mild steel propeller satisfactory.

(27) To withdraw for examination & to test in lathe for truth, at this time.

under suspect damaged, also buckled.

(27A) To overhaul & make workable at this time.

TEMPORARY REPAIRS TO BE DONE AT THIS TIME.

RECOMMENDED

PORT SIDE BOTTOM SHELL PLATING:

in garboard strake, to weld aft butt seam & stamp some 20 rivets at aft butt & 10 scattered floor of new butt.

to weld lower seam for 5 ft., & to EW some 50 scattered rivets.

to EW 12 shell frame rivets.

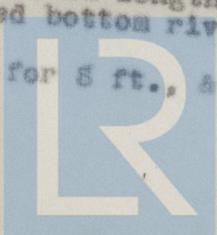
to weld lower seam for 4 ft & to EW some 30 shell frame rivets.

STARBOARD SIDE BOTTOM SHELL PLATING:

seam at after butt to caulk for 2 ft.

to weld outboard seam for full length of 13 ft & stamp build up some 20 scattered bottom rivets.

to weld top landing seam for 5 ft., & to build up 12 EW.



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304 to weld seam at ford end for some 12".

307 to build up 2 rivets with EW at aft end & to weld for 12" above bilge keel.

309 to remove, fair, & repair, & replace sea inlet grid.

310 to weld & stamp bottom landing over length of 11'- 8"; build up with EW, some 12 shell frame rivets.

plate No 2 from aft, to fair at fractured part, to vee build up with EW at fracture; & to fit doubling plate in or some 3' X 2' X .375".

WORK DONE:

above permanent & temporary repairs, etc., recommended to with at this time, viz, items nos 25, 26 & 27 (permanent), 28 & 29 (temporary), were now carried out by Messrs. Globe Ship Repairs Ltd.

work was completed by 30th October 1957.

The costs of these repairs etc., done at this time amounted to sterling one thousand three hundred & thirty five & fifteen only. (£1335. 15. 0).

The charges are considered as being fair & reasonable.

The damage found as noted above is, in the opinion of the surveyor, consistent with the cause alleged, viz., as result of

NO:

The vessel was placed on slipway P.M. on 22nd Oct. 1957 & was removed thereon A.M. on 25th Oct. 1957. The vessel was then put on pontoon on 26th Oct. 1957 & was unslipped the following day.

For 4 days slip & pontoon hire the minimum charges would be £50. 0. 0; which is exclusive of tug hire & the removal & replacing of bottom shores & other repairs. The actual charges of the South African Harbours in this connection are not yet available.

REPAIRS' COSTS, ETC.

The vessel was recently slipped at this port on 17th July 1957 from slipway on 22nd July 1957; and was again put on slipway, and landed, on 22nd Oct. 1957 within a period of three months.

REPAIRS' COSTS, ETC.

Permanent repairs to be carried out at this port at this time, viz, damaged bottom shell plating etc., requiring 9 plates to be cut, 2 plates off fair & back, 4 plates to be released, 4 plates fastened, & 4 plates to be faired in place, would entail the vessel to occupy the slipway for at least three weeks.

The costs of these repairs including the repairs to the bottom, etc., in the considered opinion of the surveyor, would amount to approx. pounds sterling four thousand & five hundred (4,500. 0. 0); whilst the slip hire, tugs, shifting & re-erecting blocks for access to repairs, compressed air & other charges would amount to a further pounds sterling two hundred & fifty (250. 0. 0).



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the cost of painting the bottom would also have to be  
account, as Vessel was out of dry dock just under the  
months to the time of the casualty.

RECOMMENDATIONS:

The above recommendations for repairs and/or renewals  
in a view to restoring the Vessel with respect to the  
damage, to the same efficient condition as obtained prior  
to the casualty.

It was also recommended that any removals necessary to  
the repairs be replaced in good order and that satisfactory  
work be carried out on completion.

This report is submitted without prejudice.

*G. Ritchie*

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

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1	3	6
6	18	6



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