

COPY

LOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Port CAPE TOWN30th October 1957.

This is to Certify that

G. RITCHIE

Designated Surveyor to this Society did at the request of 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 29th October 1957 & on pontoon at this port on 22nd 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 "Idanha Bay" at 1915 hours bound for Cape Town. At 2235 hrs. 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. Cold & 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°

Period of stranding 7 hours 40 mins.

Vessel proceeded on reduced speed to Cape Town & to 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 found and repairs recommended without prejudice to the terms of insurance:-

issued upon the terms of the Rules and Regulations of the Society, which provide that:—
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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
 mented first space abaft 13' - 6" X 4' - 2" X .375".
 mid length (ford half of
 ously renewed); rivets at
 lled & loosened & floor
 vicinity also started;
 ly scored longitudinally,
 dly; the ford part of plate
 mented & also badly scored.

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

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

Adjacent to Garboard:-

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

Strake:-

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

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

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

5 scored also at bottom (8) -

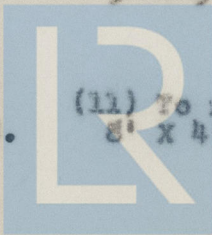
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plate badly scored & set (9) To remove, fair, & refasten
 heavily at Port Side, in and/or renew ford shoe
 Peak Tank. plate for 11' - 6" X 3' - 3"
 X .375".

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

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

6 No 2 from aft set up (11) To renew keel plate, for
 tured towards aft part. 8' X 4' X .50".



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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
moderately, 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.

Frame:

scored at sides & on

Plate scored at

- (24)

- (25) To lift for inspection

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Recommended

of pintles & gudgeon bushes at this time.

les at lower part.

Y:

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

(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
This propeller, being much smaller in diameter, proved
rials to be unsuitable, and it was recommended, as no other
r 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
for the bronze propeller to be removed & the new fabricated
propeller to be fitted.

In subsequent sea trials the fabricated mild steel propeller
satisfactory.

t.

(27) To withdraw for exam-
ination & 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
to EW some 20 rivets at aft butt & 10 scattered floor
d of new butt.

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

to EW 12 shell frame rivets.

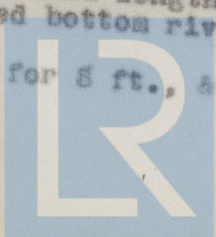
to weld lower seam for 4 ft & to EW some 30 shell frame

RD. 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.

314 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), 39 (temporary), were now carried out by Messrs. Globe & Wexka Ltd.

work was completed by 30th October 1957.

The costs of these repairs etc., done at this time amounted 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:

1 was placed on slipway P.M. on 22nd Oct. 1957 & was A.M. on 25th Oct. 1957. The Vessel was then put on pontoon 1957 & was unslipped the following day.

for 4 days slip & pontoon hire the minimum charges would be approx. to pounds sterling fifty (£50. 0. 0); which is extra hire & the removal & replacing of bottom shores & way of repairs. The actual charges of the South African Harbours in this connection are not yet available.

BY DOCKING:

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

REPAIRS' COSTS, ETC.

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

Costs of these repairs including the repairs to the terminals in way would, in the considered opinion of the Surveyor, amount to approx. pounds sterling four thousand & five hundred (£4,500. 0. 0); whilst the slip hire, tugs, shifting & re- ton blocks for access to repairs, compressed air & would amount to a further pounds sterling two hundred & (£200. 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.

5. 15. 0

1. 3. 6

6. 18. 6



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