

Rpt. 8

Port DUBAN

No. 9520

Date of writing Report 16-11-61

When handed in at Local Office 16-11-61

Received London

Survey held at Durban

No. of Visits 2

First Date and 19

Last Date 5-11- 19 61

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

31380

on the Iron or Steel ~~MS~~

S.S.

"SITHONTA"

Built at

Richmond

By Whom

Todd-California S.B. Corp.

When

Tons gross 7213
Year 1942 Month 5

Owners

H.M. Thomson

Owners' address

(If not already in R.B.)

Managers

Port of Registry

London

Surveyed Afloat or in Drydock

Afloat

Name of Dock

Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 117947
To be filled in at Head Office.

Port

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100 A1	with freeboard	+LMC	8,59
	4,61	MBS	M 5,61
SS	8,59	TS	CL 8,59
		SPS	10,58

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft ins.

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR

ISSUE OF INTERIM CERTIFICATE

It was stated that during the voyage from Mauritius to Durban with a full cargo of sugar in bulk the bilge soundings in Nos. 2, 3 and 4 holds indicated that leakage was taking place.

Investigation at sea by the ship's staff revealed that leakage was taking place at various ship's side discharge valve chest cover joints in the above mentioned spaces. The joints were hardened up or remade as necessary by the ship's staff.

On the 5th November, 1961, the ship called at Durban for bunkers and the undersigned carried out the following inspection and tests.

NO. 2 'TWEEN DECKS.

Lavatory discharge valves on port and starboard sides examined, tested and found tight.

It was evident from this examination that the covers had been rejointed and nuts renewed. Also there was evidence that a considerable amount of water had entered this space and some of the cargo was damaged by water.

NO. 3 LOWER HOLD.

Domestic refrigerator cooling water discharge valve chest port and starboard

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired...								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship?

No

Is Classification Certificate required? If so, to be sent to

—

If so, is the Report sent now, or when will it be sent?

—

Has Interim Certificate been issued?

Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship is eligible in my opinion to remain as classed, without fresh record of survey.

Surveyor to Lloyd's Register of Shipping

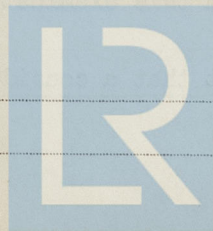
Date of Committee

THURSDAY 21 DEC 1961

Minute

As now

Noted for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		E.P. Tank		
Rudder lifted		A.P. Tank		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds		Deep Tanks		
	SURVEY	Oil Fuel Bankers and Settling Tanks	CONFINED	
'Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After Peak Spaces		Other Tanks		
Engine Space				
Boiler Space	TO	Cargo Tanks (Tankers)	FOREGOING	
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held?

If so, state which

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected?

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
Shell plating in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks SURVEY	Hatches and closing appliances CONFINED	Masts and Rigging examined and found TO
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots FOREGOING	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	Cables length mean diam. (on board)
Floors	examined and found	Cables Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps examined and found	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.
Inner Bottom Plating	W.T. Doors examined and found	
Bulkheads and Tunnel		

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.) sides examined, tested and found tight.

It was evident from this examination that the starboard side valve chest cover had been recently rejointed and there was evidence that a considerable amount of water had entered the hold from this valve and some of the cargo on that side was damaged by water.

NO. 4 'TWEEN DECK.

The port and starboard sanitary discharge valve chest examined, tested and found tight.

It was evident from this examination that the starboard side valve chest had been recently rejointed and nuts renewed.

It was also evident that a considerable amount of water had entered this space and some cargo was damaged by water.

Survey Fee ... R22 - 00

Second Surveyor's Fee (if any) ...

Attendance ... R10 - 00

Date when A/c. Rendered ... 7/11/61.

Special Damage or Repair Fee (if any) ...

Travelling Expenses (if chargeable) ... R 1 - 95

Rpt. 9a.

- 2 -

Port of D U R B A N

Continuation of Report No. 9520

dated 16 - 11 - 61 on the

"SITHONIA"

The undersigned also examined a gasket which it was stated had been removed from under the cover of the starboard side chest. This cover was marked and compressed at two places and when enquiries were made about these marks two steel washers were produced and found to fit these marks. It was stated that these washers had been between the cover and the gasket.

So far as could be seen with ship in loaded condition all ship's side valves in cargo spaces were sound and dry and the ship considered fit, in these respects to continue on her voyage.

T. H. Noel



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