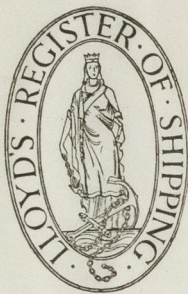


LLOYD'S REGISTER OF SHIPPING

Port D U R B A N27th June, 1962.*This is to Certify that*P. F. BALFOUR*the undersigned Surveyor to this Society did at the request of*

John T. Rennie & Sons, Lloyd's Agents at Durban, and the Master, attend onboard the Motorship "PORT DUNEDIN", 7585 tons gross of London, whilst lying afloat at Durban, on the 19th June, 1962, and subsequently, in order to ascertain the nature and extent of damage stated to have been sustained through heavy weather during the month of June, 1962, whilst on passage from Lyttelton - Durban. For further particulars see log books.

The undersigned surveyed alleged damage and made recommendations for repairs as follows:-

FOUNDRECOMMENDEDON FORECASTLE DECK.

- (1) Bell bracket broken from fore peak store crane.
- (2) Fresh water gravity tank. Air stand pipe carried away. All sheathing and insulation covering this tank, carried away. Hot water system relief pipe fractured.
- (3) Two guard plates covering windlass gear wheels carried away.
- (4) Guard rails on after starboard end severely distorted.

- Bracket to be renewed.
- To be renewed.
Tank to be resheathed and insulated.
To be renewed.
- To be replaced with new guard plates.
- Stanchions to be removed, faired and replaced and pipe rails renewed.

ON BRIDGE.

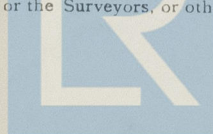
- (5) A section of wood fronting and sliding wooden door stove in on port side.
A section of teak taffrail on forward apron, port side, broken and torn away.

- Wood fronting and sliding door to be renewed.
- To be renewed.

/2.

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 whatever 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."





FOUND

RECOMMENDED

ON MAIN DECK.

(6) Portable section of bulwark plate abreast No. 3 hatch on starboard side, buckled and torn away.

To be removed, faired and replaced or renewed as found necessary.

(7) Starboard accommodation ladder damaged.

To be removed, repaired and replaced in good condition.

(8) Port and starboard pilot ladder stands (wood), smashed.

To be renewed.

MISCELLANEOUS ITEMS.

(9) Five life buoys together with bracket stands, lost overboard.

To be replaced,
3 lifebuoys supplied by ship.
2 lifebuoys supplied from shore.

(10) Five canvas covers for mooring wire reels and three covers for lifeboat fall reels, carried away.

To be renewed.
These were made up and replaced by ship's staff.

(11) Wooden box for steam hose on starboard side of boat deck, smashed.

To be renewed.

(12) All electric winches on forward deck with earths due to water and moisture.
No. 1 port winch with two cables burned out and damaged beyond repair.

Damaged cables to be cut back and new cables to be fitted with a watertight junction box.
Remaining winches to be dried out.

(13) Four lifeboats on boat deck sustained damage, and these boats were examined by Principal Officer of the Marine Division, Department of Transport, Government of South Africa, and the undersigned. The following repairs were carried out.

NO. 1 LIFEBOAT. (STEEL).

All buoyancy tanks removed and tested, found to be leaking and repaired. Afterwards retested and proved tight.

Indent in starboard bow plating heated and faired.

Indent in way of third frame space on starboard side, faired.

One frame cropped, faired and refitted.

A small hole on starboard side welded.

A large hole covered with steel doubling plate 18" x 15".

Boat chocks part renewed and repaired and release levers removed, faired and refitted.



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NO. 3 LIFEBOAT. (WOOD).

Buoyancy tanks removed for access.

Upper half of stem post renewed.

Sections of planking in 'F' strake part renewed on port and starboard sides by stem.

Upper and lower breast hooks resecured with new bolts.

12'- 0" of forward starboard rubbing strake renewed.

Stern post completely renewed.

After starboard fashion piece renewed.

Sections of gunwale capping renewed.

After chocks renewed.

NOS. 2 AND 4 LIFEBOATS (WOOD) ONE MOTOR DRIVEN.

Release levers on all chocks removed, faired and replaced.

On completion of all repairs to lifeboats, Nos. 1 and 3 boats were partly filled with water and found or made watertight.

All boats were swung out and afterwards replaced on chocks and secured.

The following items of damage were now dealt with as recommended, and all work found satisfactory:-

Item 2, except that resheathing was deferred.

Items 4, 8 (by ship's staff), 9, 10 (by ship's staff), 12 and 13.

The following items of damage were deferred, to be carried out on return to the U.K. where ship is *now* proceeding.

Items 1, 3, 5, 6, 7 and 11.

(SIGNED) P. F. BALFOUR

SURVEYOR TO LLOYD'S REGISTER
OF SHIPPING

Survey Fee
Expenses

R30-00
R 2-05



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