

Rpt. 8

Port DUBAN

No. 9831

Date of writing Report 27-6-62

When handed in at Local Office 27-6-62

Received London

Survey held at Durban

No. of Visits 3

First Date 19-6-19 62

Last Date 21-6-19 62

REPORT OF SHIP SURVEYS AND REPAIRS

3 JUL 1962

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

No. in R.B.

26836

on the Iron or Steel M.S.

"PORT DUNEDIN"

Tons gross 7585

Built at Belfast

By Whom Workman, Clark & Co. Ltd.

When Year 1925 Month 5

Owners Port Line Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry

London

Surveyed Afloat or in Drydock Afloat

Name of Dock

Durban

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. 9403

Port Wln

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

must be reported in the terms of the Rules. The nature and extent of Examination Repairs (if any) must be stated in detail, the parts examined and their condition clearly indicated. For Annual, Special or other Condition Surveys the result of Examination and Condition on the back of the Report is to be carefully noted and amplified if necessary in the body of the Report. Outstanding items at 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 being detailed in the body of the Report, should be summarised in the form When, at a Special Survey, the Shell and Deck Plating is drilled the results reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced the necessary particulars are to be given on Report 8(Eq) which is to be added to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100 A1 with freeboard 8,61	+LMC CS 10,58 DBS d 2,61
SS Dr 9,49 10,58	TS CLp@s 9,58 SPS NA
	Oil Engine

dates and references to any letters relating to this Report

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

such services for this purpose and to whom and why they were declined See copy Freeboard as marked on ship and now verified - ft - ins. If Rpt. 10 attached. Was a damage report made by anyone else? If so, by whom? No

DESCRIPTION AND REPAIRS AS PER RULE FOR HEAVY WEATHER DAMAGE.

On account of damage stated to have been sustained through heavy weather during the month of June, 1962, whilst on passage from Lyttelton - Durban.

FOUND

RECOMMENDED

IN FORECASTLE DECK.

1) Bell bracket broken from fore peak store crane. Bracket to be renewed.

(2) Fresh water gravity tank.

Air stand pipe carried away. To be renewed.

All sheathing and insulation covering this tank, Tank to be resheathed and insulated. carried away.

Hot water system relief pipe fractured. To be renewed.

(3) Two guard plates covering windlass gear To be replaced 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 No
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.

As how before, address as before, 6/7/62

G. V. Baerjon
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 10 JUL 1962

Minute

As now

Noted for Header



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004881-004886-0053 1/3

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	YES NO or NONE	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		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances		Deep Tanks		
Holds		Oil Fuel Bunkers and Settling Tanks		
Tween Decks		Side Tanks		
Fore Peak Spaces		Wing Tanks		
After Peak Spaces		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler Space		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
Coal Bunkers				
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

If so, Report 8(Dr) to be attached

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

If so, report details in body of Report.

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	Hatches and closing appliances	Masts and Rigging examined and found
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	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) examined and found	Cables length mean diam. (on board)
Floors	Windlass examined and found	Cables Rule Length Size
Keelsons	Pumps examined and found	Hawsers and Warps
Stringers	W.T. Doors 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		
Bulkheads and Tunnel		

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

REMARKS, REPAIRS, Etc. (Contd.)

FOUND

RECOMMENDED

wheels carried away.

with new guard plates.

(4) Guard rails on after starboard end severely distorted.

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.

Wood fronting and sliding door to be renewed.

Survey Fee	R6 - 30	Second Surveyor's Fee (if any)	
Special Damage Repair Fee (if any)	R30 - 00	Date when A/c. Rendered	21/6/62.
Travelling Expenses (if chargeable)	R0 - 25		28/6/62.
	R2 - 05		

Rpt. 9a.

- 2 -

Port of D U R B A N Continuation of Report No. 9831 dated 27 - 6 - 62 on the 3 JUL 1962

"PORT DUNEDIN"

FOUND

RECOMMENDED

A section of teak taffrail on forward apron, port side, broken and torn away. To be renewed.

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 lifebuoys 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. Damaged cables to be cut back and new cables to be fitted with a watertight junction box. No. 1 port winch with two cables burned out and damaged beyond repair. 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.

"PORT DUNEDIN"

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

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

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.

QJB

