

Lloyd's Register of Shipping

Port DAKAR

7th JULY, 1943.

This is to Certify that

D. A. MACFARLANE

the undersigned Surveyor to this Society did at the request of

the Ministry of War Transport and with the consent of the Owners attend on board the Steel Screw Steamer "ENUGU" 1425 Gross Tons of LAGOS on the 6th July 1943, whilst the vessel lay afloat in Lagos Harbour for the purpose of making a general examination of the structure to ascertain if the vessel is repairable, and if necessary to recommend necessary repairs to place the vessel in a seaworthy condition.

An inspection of the vessel structure was carried out when the following parts were examined:

Fore and after peaks, Cross bunkers, Forward and after holds No. 1-3, D.B. tanks (superficially) No. 2. D.B. tanks (thoroughly) Fore peak space and Chain locker, Decks, Hatchways and Casings.

The general condition of the above mentioned parts were found in good order but it would appear that considerable working of the hull has been taking place, and it is recommended that the following repairs and/or additions should be effected.

FORE PEAK.

Upper and lower bulkhead horizontal stringers to have doublers fitted to wasted sections.

No. 1. HOLD.

Deep deck brackets Port & Starboard to be removed faired and refitted and/or renewed, and one additional bracket to be fitted at after end, Port and Starboard.

Additional gusset plates to be fitted to bilge brackets and tank top Port and Starboard.

Bulkhead plating in way of bilges Port and Starboard aft, to be renewed.

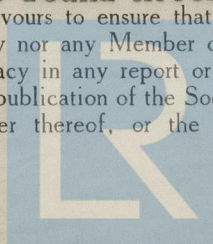
Several ordinary deck brackets to be removed faired and refitted or if found necessary renewed.

Deck pillar at forward hatch coaming to be renewed.

All bilge limber boards and cement chocks to be removed and frames

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 Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, or neglect or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society. "



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o stringers to be fitted Port and Starboard and to be attached to
lheads by horizontal brackets.

2. HOLD.

o frames to have back strap fitted.
ep deck brackets Port and Starboard to be removed faired and refitted
d/or renewed.
ditional gusset plates to be fitted to bilge brackets and tank top.
veral ordinary deck brackets to be removed faired and refitted or if
und necessary renewed.
ck brackets at juncture of Ford and after weather decks to be removed
d renewed as required facing angles to be fitted.
o stringers to be fitted Port and Starboard and to be attached to
lheads by horizontal brackets.

ROSS BUNKER.

itch boards and angle rests to be completely renewed, cleats, to be
paired, battens and tarpaulins to be supplied.
lkhead in way of fiddley top to be repaired.
o cross stays to be renewed.

UBLE BOTTOM TANKS.

l buckled, wasted or broken floors and intercostals to be renewed or
found possible faired and refitted.
ditional angle or channels sections to be fitted between skeleton
oor top and bottom angles.

ITE.

ing to the cramped space it is recommended that tank top plating be
rtly removed to facilitate repairs, but particular care must be
exercised to maintain longitudinal strength while doing do.

CKS.

mposition in way of midship accommodation to be removed and deck
lating to be dealt with as required.
ment chocks to be removed, stringer angle to be renewed if necessary
d frames if wasted to have back straps fitted.
veral bulwark stays to be removed and small local Doublers to be
tted to deck stringer plates in way
l. Hatch after coaming plate to be renewed, or doubler plate to be
tted.
ment to be removed in way of No. 1. hatch after corners, doubling
rner plates to be renewed or repaired if found necessary.
l cargo hatch beams and rest angles to be repaired as found necessary

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is could not be thoroughly examined at this time, it is recommended
at when the opportunity occurs that the vessel be docked for
amination of the underwater body, rudder and sea valves, and that
e hull plating be drilled tested in way of wind and water strakes,
re and after peaks and bunkers, also the Propeller shaft should be
awn for examination.

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R. MacKinnon
SURVEYOR TO LLOYDS REGISTER.



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