

1940
COPY.

Lloyd's Register of Shipping.



Port of PORT NATAL.

29th July, 1940.

This is to Certify that

THEODORE HUGH NOEL.

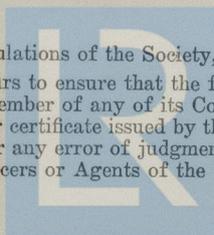
the undersigned Surveyor to this Society did at the request of Messrs. John T. Rennie & Sons, Lloyd's Agents, and Messrs. Wm. Cotts & Co. Ltd., Agents, survey the S.S. " ESTERO " of Panama, 4743 tons gross, whilst afloat and in dry-dock at Port Natal, on the 11th July, 1940, and subsequently, for the purpose of ascertaining the nature and extent of the damage, stated to have been sustained through heavy weather from 22nd to 26th June, 1940, and 5th to 7th July, 1940, whilst on a voyage from Colombo to Cape Town. From abstract of the Log Book, 7 inches of water was found in Starb^d bilge of No. 1 Hold, and 14 ins. in Port bilge, at 7.0.a.m. on 23rd June, 1940, pumping every 2 hours. On 26th June, 1940, 32 ins. in Starb^d bilge, pumping continuously. On 5th July, 1940, the water had increased to 35 ins. Starb^d and 15 ins. Port, although two pumps were continuously working. On 6th July, 1940 it was decided to alter course to Durban. On 7th July, 1940, the water had increased to 69 ins. Starb^d and 75 ins. Port.

On examination on board on 11th July, 1940, it was decided to have the Vessel examined by a diver, to find the leak and if possible partly stop it, to save further damage to cargo. This was unsuccessful.

It was then decided to discharge the cargo from No. 1 Hold,

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S.S. " ESTERO. "

except 'tween decks, and in No. 5 Hold with part 'tween decks, and to dry-dock the Vessel for repairs.

On examination in dry-dock the undersigned found the following damage and made recommendations for repairs as under:-

<u>FOUND.</u>	<u>RECOMMENDED.</u>
1. A longitudinal crack in No. 2 shell plate, "E" strake starboard in No. 1 Hold.	Plate to be renewed.
2. 3 holes bored in bulkhead to free water from No. 1.	To be filled with rivets.
3. No. 1 Bottom hold dirty and effected by damp.	To be cleaned down and re-coated.

Further damage was reported to have been sustained through heavy weather on the 23rd and 24th January, 1940, whilst on a voyage from Philadelphia to Iquique, via Panama, in ballast and noted by Society's Surveyor in Alexandria.

<u>FOUND.</u>	<u>RECOMMENDED.</u>
1. No. 1 shell plate "E" strake Port side, a vertical crack had been welded and again opened up.	Plate to be renewed.
2. 11 rivets in No. 1 frame in Fore Peak loose.	To be renewed.
3. 5 rivets in keel plate under Fore Peak.	To be built up.

A further damage was reported to have been sustained to windlass, whilst attempting to leave Sete on 14th April, 1940.

<u>FOUND.</u>	<u>RECOMMENDED.</u>
1. Part of engaging scroll of windlass gipsy broken, Port side.	To be removed to workshop and piece dovetailed in and pinned.

The whole of the repairs were efficiently carried out.

T. H. Wael
Surveyor to Lloyd's Register
of Shipping.

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