

Chief Surveyors 23.5.27.

Received from Chief Surveyors

24 MAY 1927

NAME St. Trin L. Waterbuck

Report

P.N.L.

No. 1331.

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report 24/5/22.)

of Survey 2nd S.S. No. 1

When due 5.24.

Repairs.

s. boiler due 4.25.

p. boiler due 5.26.

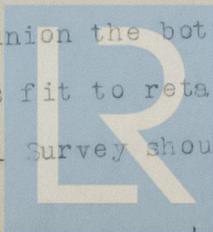
T.S. due 4.26.

The 2nd S.S.No.1 became due 5,24, the starboard boiler survey 4,25, the screwshaft survey 4,26, and the port boiler survey 5,26.

The class of the vessel is subject to bolted plates for closing openings in the trunk side being permanently attached to the trunk side and to some damage to deck fittings etc., through collision being permanently repaired at the first convenient opportunity.

The Port Natal Surveyor reported in April 1924 that the vessel had been examined in dry dock and the ^{bottom} damaged plating found generally good except for corrosion on A & B strakes aft along the light loadline principally on the starboard side. Reverse frames were wasted in places at the bilges in the holds, corroded throughout the bunkers, and more or less corroded under the engines and boilers.

In the Surveyor's opinion the bottom plating was good for some time and the vessel was fit to retain her class until the end of 1924 when the Special Survey should be carried out.



© 2021

Lloyd's Register Foundation

009050-009057-013 1/3

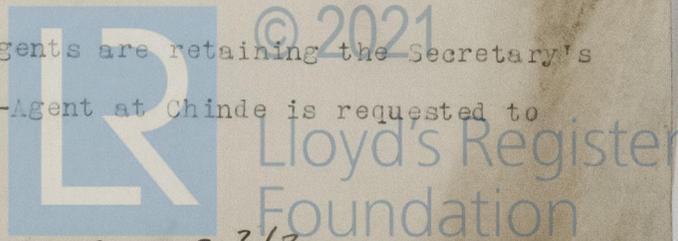
I.T.O.

The vessel was laid up in the Zambesi River and the usual undertaking was furnished by the Owners in June 1925.

The case received the consideration of the Committee in October last when the Owners were informed that the Committee would be agreeable to the vessel being surveyed at Chinde, before she was placed in commission, by a Surveyor appointed by Lloyd's Agents at that port and provided the boiler survey be then held and the vessel submitted to a general examination and be found or put in an efficient condition to proceed to Durban or E. London for survey the Committee would not object to her making a voyage to either of these ports in order to carry out all necessary repairs, the overdue Special Survey and the survey of the Screwshafts.

Lloyd's Agents at Beira now state that their Sub-Agent at Chinde, when passing through Beira en route for Europe, handed them the Secretary's letter of October last and informed them that on making enquiries from the Owners' representatives at Chinde he was informed there was no immediate likelihood of the steamer proceeding to East London or Durban and that no arrangements had been made to that effect. The Agents were also informed that there was no Engineer at Chinde competent to carry out the necessary initial survey and in the event of the Owners deciding to send the steamer to either of the above mentioned ports it would be necessary to send a Surveyor from Beira.

In the meantime the Agents are retaining the Secretary's letter and immediately their Sub-Agent at Chinde is requested to



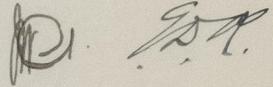
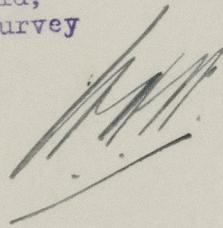
009080 - 009057 - 0113 2/3

Stl.S.S. "WATERBUCK". 3.

hold the necessary survey, arrangements to that effect will be made by them.

The case is submitted for the information of the Committee.

PLATING to be DRILLED when vessel is 24 years old, or at next Special Survey thereafter.



23. 5. 27.



© 2021

Lloyd's Register
Foundation

009050 - 009057 - 0113 3/3