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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

22nd October, 1926.

ENCLOSURE.

Dear Sir,

With reference to the classification in this Society's Register Book of the steamer "WATERBUCK", which has been lying up at Chinde for some time past, I beg to acquaint you that this vessel became due in May, 1924, for 2nd Special Survey No. 1. The starboard boiler also became due for annual survey in April, 1925, and the port boiler for a similar survey in May, 1926.

I am now informed by the Owners that the vessel is still lying up, but when she is moved from her present position, she will proceed to East London or Durban for the purpose of carrying out her surveys. In the circumstances the Owners have been informed the Committee will be agreeable to the vessel being surveyed at Chinde before she is again placed in commission, by a Surveyor appointed by your goodself, and that provided the complete boiler survey be then held and the vessel be submitted to a general examination and be found or put in an efficient condition to proceed to Durban or East London for survey,

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S.S. "WATERBUCK".

the Committee will not object to her making a voyage to either of these ports in order to carry out all necessary repairs, the overdue 2nd Special Survey No. 1 and the survey of the screwshafts, which is also due.

The Committee will therefore be much obliged if you will kindly appoint a competent and independent Surveyor to carry out the boiler survey and to make a general examination of the hull with a view to satisfying himself that the steamer is in an efficient condition before proceeding to a South African port for survey.

For the information of the Surveyor I may say that the vessel's class has been continued 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 Society's Surveyor at Port Natal also reported in April, 1924, that the vessel had been examined in drydock and the bottom plating found generally good except for corrosion on A and B strakes aft along the light load line, principally on the starboard side. Also that reversed frames were wasted in places at the bilges in the holds, corroded throughout the bunkers and more or

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less corroded under the engines and boilers.

I enclose herewith forms for reporting the survey together with detailed particulars in regard to the boiler survey and shall be glad if you will arrange for the forms to be duly returned to this Office.

I have to say that all fees and expenses in connexion with this matter must be paid by the Owners or their Representatives and should accordingly be charged by you to them.

I have to add that the Committee rely upon you satisfying yourself of the integrity and professional ability and experience of the Surveyor selected for this purpose and they will be much obliged if you will kindly impress upon him the necessity of exercising the greatest care in carrying out the examination so as to ensure that the vessel is in a fit condition to make the voyage indicated.

I am, Dear Sir,

Yours faithfully,

W. A. Duguid, Esq.,
(British Vice-Consul),
LLOYD'S AGENT,
CHINDE,
Portuguese East Africa.

pro Secretary.

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S.S. "WATERBUCK" (Cont.)

P.S. I should add that should the Surveyor have any doubt as to the repairs necessitated by the condition in which the vessel is found, full particulars should be at once reported to this Office with a view to obtaining the Committee's decision thereon.



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