

009050 - 009097 - 0125 1/2

15 OCT 1926

Chief Surveyors 8. 10. 26

Received from Chief Surveyors

NAME *Sst. Tw. Sc. "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, 24/5/1925.

Survey *2nd I. S. No. 1* When due *5. 24*

Repairs

*s. boiler survey due 4. 25.
p. boiler survey due 5. 26.*

Screw shafts 4. 26.

The s.s.No.1 became due 5,24, and the starboard boiler in 4,25, Port boiler 5,26.

The class 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.

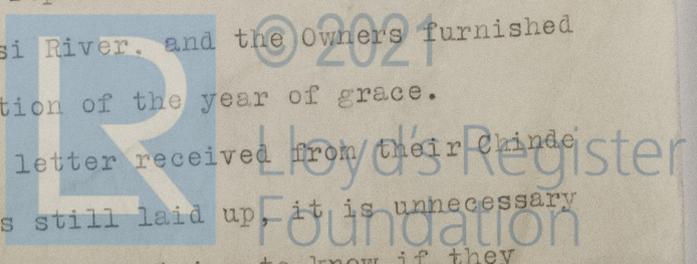
The Port Natal Surveyor reported in April 1924 that the vessel had been examined in dry dock and the bottom plating found generally good except for corrosion on A. & B. strakes aft along the light load line, principally on the starboard side.

Reversed frames were wasted in places at the bilges in the holds, corroded throughout the bunkers and more or less corroded under 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.

No part of the survey or repairs have been effected as the vessel was laid up in the Zambesi River, and the Owners furnished the usual undertaking on the expiration of the year of grace.

The Owners now forward a letter received from their Chinese Office stating that as the vessel is still laid up, it is unnecessary to deal with the Surveys at present, and desiring to know if they



have to apply to Lloyd's Agents to have the surveys carried out.

The Owners desire to be informed as to what reply should be sent to their Chinde Office.

It is submitted the Owners should be informed that when it is proposed to move the vessel from her present position their Representatives should make application to Lloyd's Agents at Chinde for the appointment of an independent and competent Surveyor to carry out the boiler surveys. Lloyd's Agent should be notified of the case, and requested to give the case the necessary attention.

The Owners have been communicated with by telephone and it is understood that when the vessel is moved from her present position she will proceed to East London, ^{or Durban} S.A., for the purpose of carrying out the other surveys.

The Surveyors at East London & other South African Ports should be authorised to act in the event of the vessel being submitted for survey.

J.W.D.

M.B.

14.10.26.

Note:- It is considered the Surveyors appointed by Lloyd's Agents should also be requested to make a general examination of the hull to ensure that the vessel is in an efficient condition before proceeding to a South African port for survey.



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M.B.

20.10.26.

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