

# LLLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



2243

Port Aden.

21st August, 1956.

This is to Certify that

~~Surveyed the~~  
~~the steel m~~  
~~she lay a~~  
~~account~~  
~~paddle w~~

T. Dickerson

ersigned Surveyor to this Society did at the request of  
Luke Thomas and Company Limited, Agents to Lloyds and  
Salvage Association at Aden attend on board the steel m.v.  
"PONDUNIC" 200 tons gross of Rangoon, whilst she lay afloat  
at this port on the 16th August, 1956 on account of theft and  
damage to the external lubricating oil pipes to the port and  
starboard stern paddle wheel pedestal bearings and paddle  
feathering gear, alleged to have occurred on or about the 28th  
May, 1956 whilst the above ship was lying at anchor at this port,  
awaiting towage to Burma.

A plan showing the arrangements of the external pipe  
systems to the pedestal bearings and paddle feathering gear  
together with a list of fittings was requested and is attached.

Upon examination the undersigned :-

FOUND

RECOMMENDED

Port S.de.

Pipe No.20 SL (5' 6" long) missing  
havine been cut adjacent to bulkhead  
piece SL4.

Pipe Nos.22 SL (9' 6" long), 24 SL  
and 26 SL (each 2' 6" long) missing.  
The above pipes are of copper  $\frac{3}{8}$ " bore  
by .064" thick.

All pipes, couplings  
and tee piece be  
renewed.

(one coup and one tee piece SL 7  
and one missing.

continued .....

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

(Rpt. 14.) 50m, 4.53.

(MADE AND PRINTED IN ENGLAND.)

(Rpt

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continued ...

"PONDAUNG"

2243

-2-

FOUND

RECOMMENDED

Starboard Side:

Pipe No. 19 SL approximately 1' 6" missing, pipe having been cut.  
Pipe No. 23 SL (9' 6" long) 23 SL and 2' 6" long) missing.  
Tees are of copper  $\frac{3}{8}$ " thick.

All pipes, couplings, and tee piece to be renewed.

one tee piece  
coupling SL 10

( $\frac{3}{4}$ " bore)

SL and 17 SL  
t.

Going recommendations were made with a view to this ship in the same condition as before the accident occurred.

It is understood that the [redacted] and connections to the port and starboard stern paddle wheel pedestal bearings, as per attached list, have been forwarded to Burma by the builders.

Survey Fee ..... £6. 6. 0.

Travelling expenses ..... 2. 0.

*J. Dickerson*

Surveyor to Lloyd's Register.



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