

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5. 9. 19 51. When handed in at Local Office 5. 9. 19 51. Port of DUBAN.

No. in Survey held at DUBAN. Date, First Survey 29. 6. 51. Last Survey 21st August, 1951.

Reg. Book. 35736 on the ~~Wood~~ Iron or Steel Sc. "ALI WAL" ex. "HOEVELD". (No. of Visits 12)

TONNAGE:— Built at Middlesbro' By whom W. Harkess & Son, Ltd. Year 1920 Month 9

Gross 1425 Owners South African National Steamship Co. Owners' Address (Pty) Ltd. (if not already recorded in Appendix to Register Book).

Under Dk. 1060 Managers van Riebeeck Lines (Pty) Ltd. Port belonging to Cape Town

Net 784 Surveyed Afloat or in Dry Dock? both Name of Dock Durban. Destined Voyage

Cell DB or DBa feet; uE & B feet; f. total capacity tons. FPT tons; APT tons; MT tons. } Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5584 Port Dbn

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR DRYDOCKING & PERIODICAL SPECIAL SURVEY (C) VESSEL 31 YRS OLD.

W DONE. Vessel placed in drydock. Bottom and shell plating, stern frame and rudder, examined and examined. Examined decks, casings, hatchways and fittings, ventilators and their ramings, fore-castle crew space and midship accommodation. The forward and after holds examined, together with coal bunkers and machinery spaces including spaces under boilers. Good casings over air and sounding pipes not removed. The forward and after peak tanks and No. 1 & 2 doublebottom tanks examined internally. (Other doublebottom tanks viz. No. 3, tank under boilers and tank under engines not prepared for survey.) The masts examined (not rigging). Anchors and chain cables were not ranged neither were ndlass and steering gear opened up for survey.

OVER/

Summary of Damage Repairs:—

| | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors. | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--|---------------|---------|------------|----------------------------|--------|----------------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Fair'd or Repaired | | | | | | | | |
| Fair'd or Repaired in place | | | | | | | | |

SENT CONDITION OF THE

| | | | |
|---|--|--|--|
| See Report | Bulkheads See Report | Engine Room Skylights See Report | Copper, or Y.M. (State if on Felt) |
| king of Decks " " | Ceiling " " | Coal Bunkers, Openings, Covers, etc. " " | When fitted, Month Year |
| ings " " | Cement or Asphalt See Report | Oil Bunkers " " | Boats " " |
| as and Fastenings " " | Rudder " " | Scuppers See Report | Masts, Yards, &c See Report |
| de Plating " " | Steering gear and its connections " " | Cargo Hatchways " " | Condition, how ascertained By exam. (State if wedges removed.) |
| " In way of sidelights " " | Windlass " " | Hatches " " | Equipment letter 9. 25. |
| es " " | Have pumps been examined and found efficient? " " | Planking " " | Anchors, No. of 3 - 1 |
| rse Frames " " | Have Sluice Valves been examined and found efficient? " " | Caulking " " | Cables (State if now ranged) NO |
| itudinals " " | Have watertight doors been examined and found efficient? NO | Treenails " " | " length mean diamr (on board) |
| verses " " | Have Ventilators and their Coamings been examined and found efficient? YES | Breasthooks & Stemsom " " | " Rule length size |
| s See Report | Air and Sounding Pipes See Report | Transoms, Pointers & Crutches " " | Chain Locker " " |
| ons " " | Doubling Plates under Sounding Pipes " " | Timbers of Frame at openings " " | Hawsers and Warps " " |
| ers " " | | " at other places " " | Standing and Running Rigging See Rpt |
| Bottom Plating " " | | Stringers, Clamps & Shelves " " | Sails " " |
| the Tanks been examined internally? " " | | Salting (State if examined.) " " | |
| the Tanks been tested? NO | | | |

General Observations, Opinion as to Class, Recommendation, etc.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

FOR THE INFORMATION OF THE COMMITTEE.

Fee (per Section 29) S.S. £112:10 : - Fees applied for, 3. 9. 19 51.

Damage or Repair Fee (if any) £ : : Received by me, 9/13

Cables £ 2 : - : 19

ing Expenses (if chargeable) £ 2 : 15 : -

Surveyor's Fee (if any) £ : : Not for classing Committee

itlee's Minute

ter Assigned

Surveyor to Lloyd's Register of Shipping.

014751-04762-01781

Noted No action taken

10/10/51

Sc. "ALIWAL" ex. "HOEVELD".

NO. 2 HOLD.

Tank top plating: 4 tank top plates to be renewed. Tank top plating where set up in connection with set up bottom plating, to be released and rivetted.

Tank margin plates: 3 on p.s. and 3 on s.s. to be renewed.

Bilge brackets: All bilge brackets on p & s sides to be renewed.

Shell frames: 1 on p.s. and 2 on s.s. to be renewed.

BUNKERS. There are 2 cross bunkers between stokehold bulkhead and after bulkhead of No. 2 or after hold.

In Forward Bunker. P.S. 1 tank top plate to be renewed. 1 margin plate to be renewed. 3 bilge brackets to be renewed.

S.S. 1 tank top plate and 2 bilge brackets to be renewed.

In After Bunker. Lower strake of stokehold bulkhead to be doubled for full width between watertight doors. 1 bulkhead stiffener to be part renewed.

IN STROKEHOLD. Tank under boilers: The whole of the tank top plating together with margin plates, to be renewed.

INTERNAL STRUCTURE IN DOUBLEBOTTOM TANKS. This structure heavily scaled, and in way of set up bottom plating, partly buckled and distorted. For the purpose of drawing up specification for tenders, Owner's Representative allowed for 90% of this structure to be renewed.

FORE PEAK TANK. Upper and lower panting stringers to be completely renewed, including shell attachments.

All shell frames, in way of upper stringer to be part renewed, approx. 4 ft. length. 5 floors to be renewed together with shell attachments.

DECKS: Forecastle. The whole of the deck plating to be renewed.

Upper deck plating in way of forecastle space to be renewed.

Forward and after weather decks:

P.S. 8 deck plates to be renewed.

S.S. 10 deck plates to be renewed.

Deck plating in way of winches at fore and after ends of Nos. 1 & 2 hatchways is covered with cement. It was recommended that all cement be lifted for examination of deck plating.

On p. & s. sides all bulwark plating to be renewed, with exception of plate forward of bridge on p. & s. sides. Bulwark rail, stanchions, and stiffeners to be renewed or faired as found necessary.

Deck plating in way of galley to be completely renewed.

HATCHES, CASINGS, ETC. No. 1 HATCH. Forward and after coaming plates to be renewed.

A number of defective hatch beam slides, coaming stanchions, hatch cleats and wood covers to be renewed.

As a result of the before-mentioned survey, the following repairs were recommended:-

BOTTOM PLATING. Badly set up.

KEEL STRAKE. Nos. 1, 4, 5, 6, 7 & 8 plates to be renewed. (6)

P.S. 'A' Strake. Nos. 4, 5, 6, 7, 8 & 9 plates to be renewed. (6)

'B' Strake. Nos. 5, 6, 7 & 8 plates to be renewed. (4)

'C' Strake. No. 3 plate to be faired in place. (1)

'C' Strake. Nos. 4, 5, 6 & 7 plates to be renewed. (4)

'D' Strake. Nos. 6, 7 & 8 plates to be renewed. (3)

S.S. 'A' Strake. Nos. 3, 4, 5, 6, 7, 8 & 9 plates to be renewed. (7)

'B' Strake. Nos. 6, 7 & 8 plates to be renewed. (3)

'B' Strake. No. 9 plate to be faired in place. (1)

'C' Strake. Nos. 6 & 7 plates to be renewed. (2)

'C' Strake. Nos. 5 & 4 plates to be faired in place. (2)

'D' Strake. Nos. 6, 7 & 8 plates to be renewed. (3)

SHELL PLATING. Heavily set in on starboard side in way of forward hold.

Damage due to ranging alongside wharf.

S.S. 'E' Strake Nos. 4, 5, & 6 plates to be renewed. (3)

16 shell frames in way of above shell plates, to be renewed. (16)

2 shell frames to be faired in place. (2)

Plate stringer in way of above shell frames, to be removed, faired and replaced.

NO. 1 HOLD.

Tank top plating: 8 tank top plates to be renewed. Tank top plating where set

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

| Number of Certificate | Anchors. | Weight of Stock. | | | Weight of Stock. | | | Test per Certificate. | | | Weight Required by Rule. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|-----------------------|-------------------|------------------|------|------|------------------|------|------|-----------------------|-------|------|--------------------------|-------|------|------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | |
| | 1st Bower | | | | | | | | | | | | | | | |
| | 2nd " | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | |
| | Collective Weight | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | |
| | Kedge | | | | | | | | | | | | | | | |

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

| Number of Certificate | Length and size supplied. | | Test per Certificate. | | Weight of Chain Cable. | | Length and size per rule. | | Description. | Makers of Cables. | When and where tested and Superintendent. |
|-----------------------|---------------------------|-------|-----------------------|-----------|------------------------|-----------------|---------------------------|-------|--------------|-------------------|---|
| | Length. | Diam. | Statutory. | Breaking. | Supplied. | Per Rule. | Length. | Diam. | | | |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. qrs. lbs. | Fathoms. | Ins. | | | |
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up in connection with set up bottom plating, to be released and rivetted.

Tank margin plates: 3 on p.s. and 4 on s.s. to be renewed.

Bilge brackets: 10 on p.s. and 21 on s.s. to be renewed.

Shell frames, where wasted in way of bilge brackets to be cropped and part renewed.

On S.S.: 3 shell frames wasted, to be cropped approx. 3 ft. above bilge, & renewed.

Bulkhead between forward and after hold, wasted on lower strake of plating.

Approx. 24 ft. of the lower strake to be renewed. 2 athwartship tank top plates

in way of this bulkhead, to be renewed. Bulkhead boundary angle on p & s sides

to be part renewed.

OVER/

Wasted casing plating and casing foundation angles at engine and boiler casing, fidley and bunker casing, also engine room casing top, to be renewed, part renewed or efficiently doubled as found necessary.

MISCELLANEOUS. Steering gear. Brackets or housings for steering chain sheaves to be renewed.

P. B.



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