

COPY.

# Lloyd's Register of Shipping.



Port Alexandria.

19th. May, 1942.

**This is to Certify that**

I, A. C. BONE,

the undersigned Surveyor to this Society did at the request of

Messrs. HANLEY & CO. Succrs. GIVAN, LESLY & CO, Lloyd's Agents

Alexandria, on behalf of Messrs. Worms & CO, Steamship Agents,

Alexandria, attend on board the S.S. "BOGENE" 4216 tons gross of

London in ballast condition on the 1st. May, 1942 and subsequent

dates, whilst that vessel was lying moored in the inner harbour of

this Port for the purpose of ascertaining the nature and extent of

damage alleged to have been sustained as follows:-

(1). The Master stated that the vessel grounded off Ras Burun on the 19th. April, 1942 whilst on a voyage from Haifa to Alexandria said (Extract of Ships Log Book attached).

(2). The Master stated that the vessel was attacked by enemy aircraft whilst at Tebruk on the 25th. April, 1942.

For further particulars please see Ship's Log Book.

The following is the damage found with recommendations for permanent repairs:-

(1). Due to grounding on the 19th. April, 1942.

The vessel now examined throughout internally and no damage found attributable to said grounding.

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."

2) Due to Air Raid on the 25th. April, 1942.

FOUNDHULL

Shell plating, Port side (numbers from ford.).  
N°6 plate main sheer strake holed in 2 places  
1 hole approx. 8 sq. ins. and 1 hole approx.  
2 sq. ins.

N°7 plate main sheer strake holed in 1 place  
approx. 1 sq. in. and indented in 3 places  
each indent approx. 2 sq. in.

N°8 plate main sheer strake badly buckled.

N°9 plate main sheer strake badly buckled.

N°10 plate main sheer strake slightly buckled.

N°6 plate 2nd. strake below main sheer strake  
holed in 1 place approx. 2 sq. ins.

N°8 plate 2nd. strake below main sheer strake  
holed in 2 places each approx. 1 sq. in.

Main deck. (in way N°3 Summer Tank, Port).  
1 stringer plate badly buckled.

1 plate 1st. strake inside stringer plate  
badly buckled.

1 plate 1st. strake inside stringer plate  
badly buckled.

1 plate 1st. strake inside stringer plate  
badly buckled.

1 plate 2nd. strake inside stringer plate  
badly buckled.

1 plate 2nd. strake inside stringer plate  
badly buckled.

1 plate 2nd. strake inside stringer plate  
badly buckled.

Deck margin angle badly buckled  
60'0" x 4" x 4" x  $\frac{1}{8}$ ".

1 cargo hatch buckled.

RECOMMENDED

To be renewed  
13' x 4'6" x  $\frac{3}{8}$ ".

To be renewed  
20' x 4'6" x  $\frac{5}{8}$ ".

To remove fair and replace  
23'6" x 4'0" x  $\frac{5}{8}$ ".

To remove fair and replace  
27'3" x 4'0" x  $\frac{5}{8}$ ".

To fair in place.

To be renewed  
18'0" x 5'6" x  $\frac{9}{16}$ ".

To be renewed  
18'0" x 5'6" x  $\frac{9}{16}$ ".

To crop, remove, fair and  
replace 6'6" x 4'4" x  $\frac{1}{2}$ ".

To remove fair and replace  
23'0" x 4'4" x  $\frac{1}{2}$ ".

To remove fair and replace  
22'0" x 4'4" x  $\frac{1}{2}$ ".

To crop, remove fair and  
replace 5'0" x 4'4" x  $\frac{1}{2}$ ".

To remove fair and replace  
26'7" x 5'6" x  $\frac{7}{16}$ ".

To remove fair and replace  
26'6" x 5'6" x  $\frac{7}{16}$ ".

To crop, remove fair and  
replace 13'0" x 5'6" x  $\frac{7}{16}$ ".

To crop, remove, fair and  
replace 18'6" x 5'6" x  $\frac{7}{16}$ ".

To remove fair and replace  
26'6" x 5'6" x  $\frac{7}{16}$ ".

To crop, remove fair and  
replace 14'0" x 5'6" x  $\frac{7}{16}$ ".

To remove fair and replace.

To remove fair and replace  
6'0" x 4'3" (1'0" x 4" x  
 $\frac{5}{8}$  b.a.).

FOUND

1 steel hatch cover destroyed.

RECOMMENDED

To be renewed  
6'0" x 4'3" x 5/8"  
4 cargo hatch stanchions  
to remove for access.

N°3 Summer Tank, Port (internally).

3 longitudinal shell frames slightly buckled in places for whole length of 52'0" (6" x 4" x 1/2" b.s.).

To fair in place.

5 vertical shell frames (web) badly buckled each 8'6" x 1'9" x 4" x 4" x 1/2".

To remove fair and replace.

10 vertical shell frame connecting brackets slightly buckled each 3'0" x 2'6" x 3/8".

To remove fair and replace.

4 longitudinal underdeck beams badly buckled each 52'0" x 6" x 4" x 1/2" b.s.

To remove fair and replace.

8 underdeck connecting brackets slightly buckled each 2'0" x 2'0" x 3/8".

To remove fair and replace.

5 athwartship underdeck beams badly buckled each 12'0" x 10" x 4" x 4" x 1/2".

To be renewed.

10 athwartship underdeck beam connecting brackets slightly buckled each 2'6" x 2'6" x 3/8"

To remove fair and replace.

Fore and aft division bulkhead plating slightly buckled 52'0" x 8'6" x 3/8".

To remove fair and replace.

Summer tank bottom plating slightly buckled 52'0" x 12'0" x 3/8".

To remove fair and replace.

N°5 Main Cargo Tank, Port.

3 fore and aft division bulkhead longitudinal stiffeners slightly buckled, each 26'0" x 6" x 4" x 1/2".

To remove, fair and replace.

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x 3/8".

To remove fair and replace.

2 fore and aft division bulkhead vertical stiffeners slightly buckled each 8'6" x 1'9" x 4" x 4" x 1/2".

To remove fair and replace.

4 longitudinal beams under summer tank bottom slightly buckled 26'0" x 6" x 4" x 1/2"

To remove fair and replace.

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x 3/8".

To remove fair and replace.

N°6 Main Cargo Tank, Port.

3 fore and aft division bulkheads longitudinal stiffeners slightly buckled, each 26'0" x 6" x 4" x 1/2".

To remove fair and replace.

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x 3/8".

To remove fair and replace.

2 fore and aft division bulkhead vertical stiffeners slightly buckled each 8'6" x 1'9" x 4" x 4" x 1/2".

To remove fair and replace.



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FOUND

RECOMMENDED

4 longitudinal beams under summer tank bottom slightly buckled 26'0" x 6" x 4" x 1/2".

To remove, fair and replace.

8 connecting brackets for above slightly buckled each 2'0" x 2'0" x 3/8".

To remove, fair and replace.

Boat Deck (aft) planking leaking.

To be caulked.

Chart Room:- 3 windows broken,

To be renewed.

Bridge wood screen 1 plank holed 3'0" x 4" x 1".

To be renewed.

2nd. Oficers Cabin wood lining holed in 4 places.

To be repaired.

Machinery.

Main Condenser inlets and tubes choked.

Inlets to be cleaned and condenser cleaned and tested.

Dynamo not working satisfactory and wiring to accommodation amidships defective.

Dynamo to open up for examination and test and wiring to be repaired where defective. Wiring to be tested throughout the vessel.

Telephones (4) stated to be defective  
Telemotor stated to be defective.

To be repaired.  
Steering gear and telemotor to be examined complete and tested.

Deck steam lines and deck pipe lines stated to be leaking.

Pipe lines to be tested and repaired.

Lifeboats.

N<sup>o</sup>2 (Port) lifeboat, 2 planks holed by splinters.

Hull planks to crop and renew each approx. 3'0" x 4" x 1/2".

N<sup>o</sup>4 (Port) lifeboat, 1 plank holed by splinter.

Hull plank to crop and renew approx. 3'0" x 4" x 1/2".

As this vessel was urgently required for service permanent hull & lifeboat repairs could not now be carried out and the following temporary repairs have now been completed.

FOUND

RECOMMENDED

NOW DONE.

Shell plating Port side (numbers from ford.)

06 plate main sheer strake holed in 2 places 1 hole approx. 8 sq. ins. and hole approx. 2 sq. ins.

To be renewed 13' x 4'6" x 3/8"

Electro welded patches fitted.

07 plate main sheer strake holed in 1 place approx. sq. in. and indented in places each indent approx. sq. in.

To be renewed 20'0" x 4'6" x 5/8"

Electro welded

08 plate 2nd. strake below main sheer strake holed in 1 place approx. 2 sq. ins.

To be renewed 18'0" x 5'6" x 9/16"

Electro welded



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W1131-017315

FOUND

RECOMMENDED

NOW DONE

Nº8 plate 2nd. strake below main sheer strake holed in 2 places approx 1 sq. in.

To be renewed 18'0" x 5'6" x 9/16

Electro welded.

In way damaged deck plating temporary under deck channel bar stiffeners to be fitted. 1 channel bar fore and aft under deck with brackets 52'0" x 6" x 4" x 4" x 1/2"

5 channel bar vertical supports with brackets 8'6" x 6" x 4" x 4" x 1/2"

2 channel bar athwartship stiffeners with brackets 12'0" x 6" x 4" x 4" x 1/2"

Completed.

Lifeboats.

Nº8 (Port) lifeboat 2 planks holed by splinters

Hull planks to crop and renew each approx. 3'0" x 4" x 3/8"

Temporary patches fitted.

Nº4 (Port) lifeboat 1 plank holed by splinters.

Hull plank to crop and renew aprox. 3'0" x 4" x 3/8"

Temporary patch fitted.

Temporary repairs have now been completed to hull and lifeboats as stated and permanent repairs to Machinery also completed.

The above repairs have been satisfactorily carried out and the vessel is in my opinion in fit and seaworthy condition and fit to carry petroleum in bulk except in Nº3 Sumner Tank (Port side).

It is recommended that permanent repairs be completed at the first opportunity.

The cost of above permanent and temporary repairs now completed as stated is L.R. 1056.890 m/ms. (£ 1033-19-2) and this price in my opinion is fair and reasonable according to ruling prices at this Port.

The cost of permanent repairs still to be completed would be in my opinion approx. L.R. 3000.000m/ms. (£ 3076-18-5.50) according to ruling prices at this Port.

Survey fees and t is report:- £ 31-10-0

Expenses:- £ 1- 5-0

Stamp duty:-

£ -3  
£ 32-15-3  
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*W. Bone*



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