

(COPY)

LLOYD'S REGISTER OF SHIPPING.

PORT of EAST LONDON, SOUTH AFRICA.

MAY 17th. 1920.

THIS IS TO CERTIFY that I,
JAMES CUMINE MORISON, the undersigned Surveyor to this Society,
did, at the request of CAPT. R. REINERTSEN the Master, and CAPT.
GRINDROD the ^{managing J.C.M.} Owner, proceed on board the S.V. "BANGKOK"
NATAL. (unclassified) Net Reg. Tonnage 508 Tons, for the purpose of
surveying and reporting upon the condition of the vessel, and
more particularly in respect of certain damage said to have
been sustained by her while on a voyage from Durban, Natal to
Mauritius, and causing her to leak to such an extent as to render
it necessary, in the opinion of the Master, for the benefit of
all concerned, to deviate from the intended voyage to Mauritius,
and to proceed to the Port of EAST LONDON, there to receive the
~~NECESSARY~~ repairs necessary to fit her to complete the intended
voyage to Mauritius.

Vessel surveyed afloat, lying at the QUAY WALL, BUFFALO HARBOUR,
EAST LONDON WEST, at first fully laden and afterwards when app-
roximately 230 to 250 Tons of cargo had been discharged.

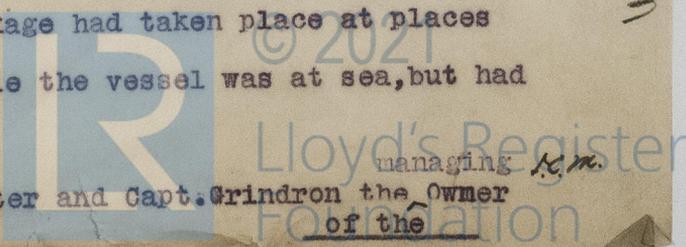
Log Book seen and verified; extract therefrom appended to this
Report.

May 7th. 1920. In company with the Master Capt. R. Reinertsen, I
examined the after peak of the vessel inside and found a con-
siderable inflow of water from, as near as I could judge, the
neighbourhood of the Rudder Post and Rudder Trunk.

I was advised that further leakage had taken place at places
higher up the Rudder Trunk while the vessel was at sea, but had
ceased since arrival in Port.

8/5/20 In company with the Master and Capt. Grindron the ^{managing J.C.M.} Owner
of the

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of the Vessel, I this day made another examination round the stern of the vessel inside, with the same results as I found at the examination made on the 7th. inst.

I RECOMMEND as follows:-

(a) That a quantity of cargo (coal) be discharged from ~~the~~ after end of the vessel sufficient to lift ~~the~~ stern out of the water to a height at which the seat of the leakage can be located and the necessary repairs effected.

(b) That in the event of any of the cargo in the bottom of the vessel being found in a wet condition, it be kept separate from the dry portion, and that it be examined as to its fitness for shipment previous to being taken on board again.

12/5/20. Vessel now lifted to draft of eight feet six inches (8ft. 6in.) aft; the leak located and found to be in two seams, one on either side of the sternpost at the twelve feet (12ft.) draft mark. I made a careful examination of all seams and butts round the stern, and found all other parts in good order and condition.

I am of opinion that this damage is due to the labouring and straining of the vessel and the probable jolting of the rudder during the heavy weather experienced after the vessel left Durban, as set forth in the extract of Log attached, which damage may, in my opinion, be fairly ascribed to a peril of the sea.

I RECOMMEND that the seams indicated be well and carefully caulked, and that a strip of metal should be secured on the outside covering these seams.

(b) That a V shaped piece of planking fitted at the lower end of the rudder casing be taken out, the inner planking examined and caulked if found necessary, and new planking fitted on the outside.

(c) That two stop cleats be fitted on deck, one on either side of the steering quadrant, so as to allow the rudder to move in a radius of forty degrees (40) on either side.

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(d) That certain minor alterations be made in the pipe connections to the various pumps, so as to improve the general pumping arrangements of the vessel:

The vessel's draught of water on arrival at EAST LONDON was;

Forward 13ft.6 $\frac{1}{2}$ inches.

Aft 14ft.6 inches.

Sounding of the well shortly after arrival showed 2ft.4 $\frac{1}{2}$ inches. The soundings of the well have been regularly and carefully attended to since arrival, and since the leak in the stern was located, the vessel has made no water.

I HEREBY CERTIFY that all repairs recommended by me have been carried out to my satisfaction, and I consider the vessel is fit to prosecute her voyage to the Port or Ports to which she is bound.

All the cargo landed to lighten the vessel has been put on board with the exception of fifty (50) tons (colonial) which were more or less wet, and which I RECOMMEND should be sold on account of whom it may concern.

GIVEN UNDER MY HAND at EAST LONDON, CAPE PROVINCE, UNION of SOUTH AFRICA, this the twentieth day of May, one thousand nine hundred and twenty.

Survey Fee £19.19.0.

Stamp 2.6

£20. 1.6.

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SURVEYOR TO LLOYD'S REGISTER.

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