

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th Oct 1942 When handed in at Local Office 19 Port of CAPE TOWN
 No. in Survey held at CAPE TOWN Date, First Survey 4th August Last Survey 2nd Oct 1942
 Reg. Book. 4482 on the Wool Steel TWIN SC. M.V. "BORINGIA" (No. of Visits 14)
 TONNAGE: 5821 Gross 4648 Under Dk. 3608 Net
 Built at Copenhagen By whom Aht. Barneisti & Søn When 1930 Year. 4 Month.
 Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book).
 Managers United Baltic Corporation, Ltd. Port belonging to Glasgow

Surveyed Afloat in Dry Dock? yes Name of Dock ✓ Destined Voyage United Kingdom
 Cell DB or DBa feet: uE & B feet: f feet } Particulars of Classification (which must be inserted
 total capacity tons: FPT tons: APT tons: MT } 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. 3170 Port C.T.C.N

| CHARACTER Date of last Survey and of Periodical Surveys. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|--|
| <u>100 RI. with</u> | <u>L.M.C.S. 12, 32</u> |
| <u>fld. 12, 41. L.H.</u> | <u>6, 38.</u> |
| <u>S.S. CPN. N°2-38.</u> | <u>D.B.S. 3, 41.</u> |
| | <u>S. P. 8-39. } cl.</u> |
| | <u>SN 8-39 }</u> |

Periodical Surveys, when held, must be reported in detail and serialim 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.

In 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. attached

Society's Freeboard (if assigned) as painted on Ship and now verified } Consumed Survey
 ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage stated to have been sustained through being in collision with the S.S. "Kalewa" on the 1st August, 1942, whilst on a voyage from South Africa to the United Kingdom.

Found. Recommended.
 1. Forecastle Head.
 (1) Deck plate fwd. of Halse pipe and on port side, for 15 feet from stem, badly buckled and port gunwale angle buckled; wood sheathing in way damaged.
 (2) Port side N°1 bulwark plate indented and N°2 bulwark plate slightly indented.
 Plate angle to be cropped and part renewed. Sheathing to be part renewed.
 N°1 plate to be removed, faired and replaced. N°2 plate to be faired in place.

| SUMMARY OF DAMAGE REPAIRS :- | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors. | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items — |
|--------------------------------|---------------|---------|------------|----------------------------|--------|----------------------|-------------|-----------------------------------|
| Renewed | 4 | | | ✓ | 8 | ✓ | 2 | 2 side stringers, 4 breast hooks. |
| Removed and Faired or Repaired | 3 | 8 | | | 3 | | | 6 frame brackets, |
| Faired or Repaired in place | 1 | | | | 2 | | | |

| PRESENT CONDITION OF THE | Bulkheads | Engine Room Skylights | Copper, or Y.M. (State if on Felt.) |
|--|--|--------------------------------------|---|
| Decks | Ceiling | Coal Bunkers, Openings, Covers, etc. | When fitted, Month Year |
| Caulking of Decks | Cement or Asphalt | Oil Bunkers | Boats |
| Coamings | Rudder | Scuppers | Masts, Yards, &c |
| Beams and Fastenings | Steering gear and its connections | Cargo Hatchways | Condition, how ascertained (State if wedges removed) |
| Outside Plating | Windlass <u>confined</u> | Hatches <u>to the</u> | Equipment letter <u>above</u> |
| Frames | Have pumps been examined and found efficient? | Planking | Anchors, No. of |
| Reverse Frames | Have Sluice Valves been examined and found efficient? | Caulking | Cables (State if now ranged) |
| Longitudinals | Have watertight doors been examined and found efficient? | Treenails | " length mean diamr (on board) |
| Transverses | Have Ventilators and their Coamings been examined and found efficient? | Breasthooks & Stemson | " Rule length size |
| Floors | Air and Sounding Pipes | Transoms, Pointers & Crutches | Chain Locker |
| Keelsons | Doubling Plates under Sounding Pipes | Timbers of Frame at openings | Hawsers and Warps |
| Stringers | | " " at other places | Standing and Running Rigging |
| Inner Bottom Plating | | Stringers, Clamps & Shelves | Sails |
| Have the Tanks been examined internally? | | Salting (State if examined) | |
| Have the Tanks been tested? | | | |

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."

This vessel is eligible, in my opinion, to remain as classed without fresh record of survey, subject to permanent repairs being effected to shell plating and frames in way of Fore-Peak tank and to starboard side No. 1 & 2 shell plates at bow's convenience, also subject a Bow anchor being placed on board at the first convenient opportunity.

Survey Fee (per Section 29) £
 Special Damage & Repair Fee (if any) (per Sec. 29) £ 50 0 0 Fees applied for, 3/10/ 1942
 Travelling Expenses (if chargeable) £ 1 12 6 Received by me, 19
 Second Surveyor's Fee (if any) £

Committee's Minute note FRI. 4 DEC 1942
 Character Assigned As now subject D.B.S. 9.42
 Surveyor to Lloyd's Register of Shipping. A. W. Bayly & T. H. Noël.

Is Certificate required? If so, to be sent to

W151-0049(112)



TWIN S.C. M.V. "BORINGIA"

- (3) 2.5 feet of port side stringer angle and plating badly buckled and torn. To be cropped and fast renewed.
- (4) Port side deck stringer plating and stringer angles badly buckled in way of 1st nine frame spaces. Plating to be cropped and fast renewed and stringer angles to be renewed.
- (5) Port side N°1 to 8 frames (upper) badly buckled and torn. Frames to be removed, faired, cropped and fast renewed.
- (6) Starboard side N°1 and 2 upper frames buckled. To be cropped, faired and replaced.
- (7) Shelving and lockers badly damaged. To be renewed.

D. Lower Peak Space.

- (1) 3 Deck beams and beam knees buckled. To be removed, faired and replaced.
- (2) 2 Deck beams and port side beam knees slightly buckled. To be faired in place.
- (3) 18 feet of port side stringer bulk angle and plating buckled, 8 frame stringer angles buckled and 7 angle cleats connecting stringer angle to frames torn. Stringer bulk angle to be cropped at 8th frame space, faired and replaced. Stringer plate to be cropped and fast renewed. Five stringer angles to be renewed and three to be removed, faired and replaced. Seven angle cleats to be renewed.

- (4) Port side, sea frame brackets taking fore peak tank top, buckled. To be removed, faired and replaced.
- (5) Fore peak tank top slightly buckled. To be faired.
- (6) Main locker bulkhead, fore wing plate slightly buckled. To be removed, faired and replaced.
- (7) One breast hook badly buckled. To be renewed.
- (8) Shelving and racks badly damaged. To be renewed.
- (9) Rigging ducts and wiring torn off frames and badly damaged. To be repaired.
- (10) One length of air pipe broken. To be renewed.

E. Fore Peak Tank.

- (1) Port side upper forewing stringer badly buckled in way of N°2 to 5 frames. To be cropped and fast renewed.
- (2) Port side lower forewing stringer plate and angles buckled in way of N°3, 4 and 5 frame spaces. To be cropped, faired and replaced.
- (3) Two deep floors badly buckled and fractured. To be renewed.
- (4) Three deep floors buckled. To be removed, faired and replaced.

- (3) Port House Pipe completely shattered. To be renewed.
- (4) Port anchor broken, head lost. To be renewed.
- (5) Stem distorted from top to 24 foot draft mark. To be cropped, faired and replaced.
- (B) Shell Plating.
- Port Side.
- (1) 11" strake N°1 plate badly indented and torn. To be renewed.
- (2) 11" strake N°2 plate indented and torn at fore end. To be cropped & fast renewed.
- (3) 12" strake N°1 plate badly indented and torn. To be renewed.
- (4) 12" strake N°2 plate torn at fore end. To be cropped and fast renewed.
- (5) 12" strake N°1 plate badly indented and torn. To be renewed.
- (6) 12" strake N°1 plate badly indented and torn. To be renewed.
- (7) 12" strake N°2 plate indented at fore end. To be cropped and fast renewed.
- (8) 12" strake N°1 plate badly indented. To be renewed.
- (9) 12" strake N°1 plate badly indented. To be renewed.
- (10) 12" strake N°1 plate indented. To be removed, faired and replaced.
- (11) 12" strake N°1 plate badly indented. To be renewed.
- (12) 12" strake N°1 plate badly indented. To be renewed.

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

ANCHORS.

| Number of Certificate. | Anchors. | Weight, Ex 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. | | | |
| | 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.

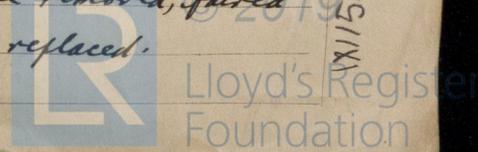
CHAIN CABLES.

| 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. |
| | | | | | | | | | | | | | | |

Starboard Side

- (1) 12" strake N°1 plate slightly indented. To be faired in place.
 - (2) 12" strake N°1 plate slightly indented at upper landing, fore end. To be faired in place.
 - (C) Upper Fore Peak Space.
 - (1) 8 Deck beams and beam knees, on port side, badly buckled. Beams to be cropped and fast renewed, beam knees to be renewed.
 - (2) 3 Breast hooks badly buckled. To be renewed.
- SEE FOLLOWER.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



M1151-0049(212)

(5) Port side, four frames badly buckled.

To be renewed.

(6) Port side five frames buckled.

To be removed, faired and

The above repairs have been efficiently carried out. Stem A₄, A₅; B₈ to B₁₄, C₆, D₅, D₆ and Stem E, and it is recommended that these be effected at the owner's convenience except Stem A₄ which should be attended to at the first convenient opportunity.

As a temporary repair to the damaged shell plating and frames in the fore peak tank, all broken and loose shell rivets have been replaced by bolts and an efficient cement was fitted.

The Port Haulse Pipe, which was renewed, was made of 3/4" steel plate of welded construction. The lower half was lined with 1/2" wearing plates. A cast iron dead piece and a cast iron collar were fitted. The collar being secured to the shell plating by bolts.

Nothing was done at this time to the fore end of deck-house, steering wheel and indented shell plating as per S.R.L.

The leakage in N°1 D. B. Tank as per S.R.L. was not attended as the vessel was fully loaded.

T. H. Noil



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