

18 NOV 1942

No. 3225.

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 October 1942
 Reg. Book. on the Wool or Steel TWIN SC. M.V. "BORINGIA" (No. of Visits 14)
 TONNAGE: 5821 Gross 4648 Under Dk. 3608 Net
 Built at Copenhagen By whom Aht. Barneis & Søn When 1930 Year. Month. 4
 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 D B or D B a feet; u E & B feet; f feet
 total capacity tons. FPT tons; APT tons; MT tons.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>A 100 RI. with</u>	<u>+ LMECS 13, 38</u>
<u>fld. 12, 41. LTH.</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>
	<u>Oil Engine</u>

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

(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.

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 } Consistent 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.

7. Forecastle Head.

(1) Deck plate fwd. of Horse 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	<u>4.</u>			<u>✓</u>	<u>8.</u>	<u>✓</u>		<u>2 side stringers, 4 breast hooks.</u>
Removed and Faired or Repaired	<u>3.</u>	<u>8</u>			<u>3</u>		<u>2.</u>	<u>6 frame brackets,</u>
Faired or Repaired in place	<u>1.</u>				<u>2.</u>			

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, etc.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams and Fastenings	Rudder	Scuppers	Masts, Yards, &c
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights <u>Survey</u>	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	Timbers of Frame at openings	Hawsers and Warps
Stringers	Pipes	" " 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 owner's convenience, also subject a Bow anchor being placed on board at the first convenient opportunity.

Survey Fee (per Section 29)	£	Fees applied for,
Special Damage & Repair Fee (if any) (per Sec. 29)	<u>50 0 0</u>	<u>3/10/</u> 19 <u>42</u>
Travelling Expenses (if chargeable)	<u>1 12 6</u>	Received by me,
Second Surveyor's Fee (if any)	£	19
Committee's Minute	<u>note</u>	
Character Assigned	<u>As now</u>	

FRI. 4 DEC 1942

D.B.S. 9.42

C. H. Bayly & T. H. Noël.
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

TWIN SC. M.V. "BORINGIA"

- To be renewed.
To be renewed.
To be crossed, faded and
replaced.
To be renewed.
To be crossed & fast renewed.
To be renewed.
To be crossed and fast renewed.
To be renewed.
To be renewed.
To be crossed and fast renewed.
To be renewed.
To be renewed.
To be renewed, faded and replaced.
To be renewed.
To be renewed.

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

ANCHORS.

[illegible]

CHAIN CABLES.

[illegible]

Starb'd. side

- To be faired in place.
To be faired in place.
Beams to be cropped and fort-
renewed, beam knees to be renewed.
To be renewed.
SEE FOLLOWER.

- | | |
|--|---|
| (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 1 st nine frame spaces. | Plating to be cropped and fast renewed and stringer angles to be renewed. |
| (5) Port side No 1 to 8 frames (upper) badly buckled and torn. | Frames to be removed, faired, cropped and fast renewed. |
| (6) Starboard side No 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 8 th frame space, faired and replaced. Stringer plate to be cropped and fair-renewed. Five stringer angles to be renewed and three to be removed, faired and replaced. Seven angle cleats to be renewed. |
| (4) Port side, sec frame brackets latching fore peak tank top, buckled | To be removed, faired and replaced. |
| (5) Fore peak tank top slightly buckled. | To be faired. |
| (6) Main lower bulkhead, port 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) Degaussing 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 foreling stringer badly buckled in way of N ^o 2 to 5 frames. | To be cropped and fast renewed. |
| (2) Port side lower foreling stringer plate and angles buckled in way of N ^{os} 3, 4 and 5 frame spaces. | To be cropped, fawed and replaced. |
| (3) Two deep floors badly buckled and fractured. | To be renewed. |
| (4) Three deep floors buckled | To be removed, fawed and replaced. |

1X1151-0049(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 A_4 , A_5 ; B 8 to B 14, C 6, D 5, D 6 and Stem E, and it is recommended that these be effected at the owner's convenience except Stem A_4 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 camera bore fitted.

The Port Horse Pipe, which was renewed, was made of $\frac{3}{4}$ " plate of welded construction. The lower half was lined with $\frac{1}{2}$ " wearing plates. A cast iron head 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 to as the vessel was fully loaded.

T. H. Noil



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