

COPY.

Lloyd's Register of Shipping.



Port CAPE TOWN.

3rd October, 1942.

This is to Certify that

THEODORE HUGH NOEL

the undersigned Surveyor to this Society did at the request of the Master and Messrs. The Union Castle Mail Steamship Co. Ltd., Agents, Survey the M.V. "BORINGIA" of Glasgow, 5,821 tons gross, whilst afloat at Cape Town on the 4th August, 1942, and subsequently for the purpose of ascertaining the nature and extent of the 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.

On examination the undersigned found the following damage and made recommendations for repairs as under:-

FOUND.RECOMMENDED.(A) Forecastle Head:

- | | |
|---|--|
| (1) Deck plate fwd. of Hawse pipes and on port side for 15 feet from stem, badly buckled and port gunwale angle buckled; wood sheathing in way damaged. | Plate and angle to be cropped and part renewed. Sheathing to be part renewed. |
| (2) Port side No. 1 bulwark plate indented and No. 2 bulwark plate slightly indented. | No. 1 plate to be removed, faired and replaced. No. 2 plate to be faired in place. |
| (3) Port Hawse Pipe completely shattered. | To be renewed. |
| (4) Port anchor broken, head lost. | To be renewed. <i>not done</i> |
| (5) Stem distorted from top to 24 feet draft mark. | To be cropped, faired and replaced. <i>not done</i> |

Over/.....

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."

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FOUND.RECOMMENDED.(B) Shell Plating:Port Side:

- (1) "M" Strakes No. 1 plate badly indented and torn.
- (2) "M" Strake No. 2 plate indented and torn at ford end.
- (3) "L" Strake No. 1 plate badly indented and torn.
- (4) "L" Strake No. 2 torn at ford end.

To be renewed.

To be cropped and part renewed.

To be renewed.

To be cropped and part renewed.

- (5) "K" Strake No. 1 plate badly indented and torn.

To be renewed.

- (6) "I" Strake No. 1 plate badly indented and torn.

To be renewed.

- (7) "I" Strake No. 2 plate indented at ford end.

To be cropped and part renewed.

- (8) "H" Strake No. 1 plate badly indented.

To be renewed.

- (9) "G" Strake No. 1 plate badly indented.

To be renewed.

- (10) "F" Strake No. 1 plate indented.

To be removed, faired and replaced.

- (11) "E" Strake No. 1 plate badly indented.

To be renewed.

- (12) "B" Strake No. 1 plate badly indented.

To be renewed.

Starboard side:

- (13) "M" Strake No. 1 plate slightly indented.

To be faired in place.

- (14) "L" Strake No. 1 plate slightly indented at upper landing, ford end.

To be faired in place.

(C) Upper Fore Peak Space:

- (1) 8 Deck beams and beam knees badly buckled on port side.

Beams to be cropped and part renewed; beam knees to be renewed.

- (2) 3 Breast hooks badly buckled.

To be renewed.

- (3) 25 feet of port side stringer angle and plating badly buckled and torn.

To be cropped and part renewed.



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FOUND.

RECOMMENDED.

(4) Port side deck stringer plating and stringer angles badly buckled in way of 1st nine frame spaces.

Plating to be cropped and part renewed, and stringer angles to be renewed.

(5) Port side No. 1 to 8 frames (upper) badly buckled and torn.

Frames to be removed, cropped, faired and part renewed.

(6) Starboard side Nos. 1 and 2 upper frames buckled.

To be cropped, faired and replaced. *not done*

(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 bulb angle and plating buckled, 8 frame stinger angles buckled and 7 angle cleats connecting stringer angle to frames torn.

Stringer bulb angle to be cropped at 8th frame space, faired and replaced. Stringer plate to be cropped and part renewed. Five stringer angles to be renewed and three to be removed, faired and replaced. Seven angle cleats to be renewed.

(4) Port side, six 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) Chain locker bulkhead, port wing plate slightly buckled.

To be removed, faired and replaced. *not done*

(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 panting stringer badly buckled in way of Nos. 2 to 5 frames.

To be cropped and part renewed. *Not done*



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FOUND.

RECOMMENDED.

(2) Port side lower panting stringer plate and angles buckled in way of Nos. 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.

(5) Port side four frames badly buckled.

To be renewed.

(6) Port side five frames buckled.

To be removed, faired and replaced.

The above repairs have been efficiently carried out except for Items A4; A5; B8 to B14; C6; D5; D6 and Item E, and it is recommended that these be effected at the Owners' convenience, except Item 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 box fitted.

(Signed) T. H. NOEL.

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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