

COPY.

# Lloyd's Register of Shipping.



CAPE TOWN.  
Port .....

2nd March, 1943.  
.....

This is to Certify that

PETER FORRESTER BALFOUR

the undersigned Surveyor to this Society did at the request of Messrs. Thomson, Watson & Co., Lloyd's Agents at Cape Town, and with the consent of the Owners, attend on board the Steel Screw Steamer "CITY OF HANKOW", 7,360 tons gross of Liverpool, as she lay aground at Long Point, near Saldanha Bay, on the 28th February 1943, in order to ascertain the nature and extent of damage stated to have been caused, when vessel grounded at Long Point, near Saldanha Bay, on the 18th December, 1942.

Since the vessel grounded, operations have been in hand, discharging cargo, with a view to attempting to refloat vessel.

At this examination, all holds, stokehold and engine room were found flooded, in the case of the holds to within approximately six feet of lower tween deck, and the engine room to approximately the cylinder tops. The vessel appears to be hard and fast aground, and the coast in the vicinity is of a rocky nature.

Taking the land and sky as fixed points, no slightest movement of the vessel is visible, at the same time, very distinct ebb and flow, and other disturbance of the water in holds and engine room can be seen, indicating that the vessel is very severely holed. It is estimated that the worst condition exists in the vicinity of the fore peak and No. 1 hold, and in the stokehold and engine room, but that there is little doubt that the vessel is holed in varying degrees, all fore and aft.

It was stated that divers had been approached, but had refused to go down, as it was considered unsafe.

From the examination possible under existing conditions, the following damage was found:-

**No. 1 Upper and Lower Tween Deck:** Both decks set down from after end of No. 1 hatchway forward, and deck pillars in hold bent, distinctly on port side, and just perceptibly on starboard side. The deep longitudinal girders below No. 1 hatchway on port and starboard sides are buckled in an upward direction, immediately aft of deck pillars

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 or omission, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Agents of the Society."



After corners of hatchway.

Tween Deck Space: The bulkhead between Nos. 1 and 2 holds can be seen bulged aft, and leaking.

Bulkhead between Nos. 2 and 3 holds is also leaking.

Bridge Bunker Space, Port and Starboard Sides: Deck plate abreast of bunker hatch from aft, immediately forward of engine room casing, port and starboard sides, fractured for full width of plate. This was carefully followed, and a searching examination made of adjacent plates and ship's sides, but no further fracturing was visible.

Engine Room: The engine appears to have been moved bodily to port, approximately one foot, and lifted at forward end, approximately eighteen feet.

As the vessel lies, she is subject to seas of varying condition on starboard side, and considerable damage was found, stated to have been done by seas, since grounding.

The starboard side of bridge is completely wrecked, together with mainmast, foremast, bulwarks, and other superstructure, all on starboard side.

The Poop Deck plating, and upper deck plating is set down.

It is considered advisable to point out that winter conditions will be about the beginning of May, when, it is stated by competent authorities, heavy seas will prevail, with North West winds, which will strike vessel as she now lies, on the port quarter, and these seas are reported to be of sufficient severity to cause extensive damage.

(Signed) P. F. BALFOUR.

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

£10.10.-.

2. 2.-.



© 2020

Lloyd's Register  
Foundation

W238-0017(2/2)