

COPY.

Lloyd's Register of Shipping.



Port of PORT NATAL.

15th February, 1943.

This is to Certify that

ALFRED COE

the undersigned Surveyor to this Society did at the request of

Messrs. John T. Rennie & Sons, Lloyd's Agents at Durban, survey, without prejudice to the various interests concerned and with the consent of the Owners, the M.V.

whilst the vessel lay in the Port Natal Dry-Dock and afloat at Port Natal, for DAMAGE stated to have been caused (a) through stranding on uncharted shoal on the 9th June, 1942, while on a voyage from Abadan to Seycelles. (b) through heavy weather on the 29th June, 1942, while on a voyage from Abadan to Seycelles (c) through coming in contact with H.M. ships at Diego Suarez on the 21st and 24th August, 3rd and 4th September, 1942, and (e) through the M.V. "BRITISH ENERGY" 7209 tons gross of LONDON striking the vessel when coming alongside on the 14th October, 1942;

For further particulars please see Log Books.

The vessel was placed in the Port Natal Dry-Dock on the 26th January, 1943, and the undersigned, on examination:-

FOUND.

RECOMMENDED.

DAMAGE (a)

Paravane shoe turned over to port.
Port bilge keel distorted.
No. 1 keel plate holed.

To remove, fair and refit.
To fair in place.
To renew.

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."

2 keel plate buckled.

To renew.

11 plates, Port side.

To renew.

holed in 3 places.

To renew.

holed

To renew.

holed

indented at butt and seam.

Rivets remove in way, plate to fair in place and re-rivet.

indented at butt and seam.

Rivets remove in way, plate to fair in place and re-rivet.

indented at seam.

Rivets remove in way, plate to fair in place and re-rivet.

plates numbered from forward.

It was recommended that the internal damage in way which may be found at

water survey be made good.

AGE (b)

board aft life raft.

Part to renew, part to remove, fair and replace.

is set back

To renew.

smashed.

board aft life raft.

Part to renew part to remove, fair and replace.

is buckled.

To remove, fair and refit.

2 wing tank suction valves, board side, spindles bent.

AGE (c)

age, port side.

Part to renew, part to remove, fair and refit.

section of guard rails distorted.

To fair in place.

rein plate in way indented.

To renew.

castle Deck, port side.

To part renew.

section guard rails distorted

illator to firemans bathroom broken.

castle bulkhead, port side.

Rivets to remove, plating to crop and part renew and re-rivet.

ing buckled.

deck, port side.

To renew.

section of guard rails broken and bulwark plate indented.

To fair in place.

deck, starboard side.

To fair in place.

bulwark plate indented.

To fair in place.

bulwark stanchion set in

To remove, fair, and refit.

tion guard rails distorted.

To remove, fair and refit.

davit distorted.

AGE (d)

To renew.

ny missing (stated lost overboard)

AGE (e)

To renew.

er bridge, starboard side.

anchions to upper bridge distorted.

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Foundation

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Bridge, Starboard side.

Plating distorted.
 Plating buckled.
 Angle buckled.
 Brackets buckled.
 Plating distorted.
 All rivets sheared or started.
 Work in front of wheelhouse
 rered.
 Planking splintered.
 Forward light screen buckled.

To remove, fair and refit.
 To remove, fair and refit.
 To renew.
 To renew.
 To remove, fair and refit.
 To renew.
 Damaged woodwork to renew.
 To renew.
 To renew.

All recommendations for DAMAGES (b) (c) & (e) have been satisfactorily
 d out at this time.

No permanent repairs have been effected to items for DAMAGE. (a) owing to
 f time. At the time of this Survey the internal damage was not examined as the
 in way had previously been partly filled with cement, this cement has not
 disturbed. As a temporary repair, foundation angles have been welded to the
 plates where badly indented and holed, and cover plates fitted.

The missing dinghy (damage (d)) has not been replaced at this time.

(Signed) n ALFRED COE.

Surveyor to Lloyd's Register
 of Shipping.



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