

COPY.

# Lloyd's Register of Shipping.



Port

ISTANBUL

24th December 1933

This is to Certify that

J. I. SMITH

the undersigned Surveyor to this Society did at the request of the Master and Owners Agents, B. Birseovich, attend on board the s/s "MABORGA" of Calcutta, 2466 tons gross and No. 80674 in the Register Book, on 18th December 1933 and subsequent dates, whilst at anchor off Kabatach, Lower Bosphorus, for the purpose of ascertaining the nature and extent of damage stated to have been sustained through heavy weather whilst on voyage from India to Constanza, in ballast.

Leakage was found in Nos. 3 P & S, 4 P & S, 5 P & S and 6 P & S cargo tanks, and the Master requested temporary repairs to proceed on voyage.

The main machinery was also examined under working conditions, and found heavily damaged with excessive racing during the voyage.

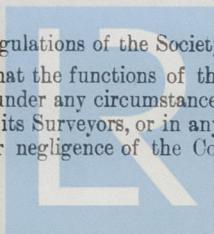
The rivets in the above cargo tanks were hammer tested and a large number found to be slack.

The vessel has been examined afloat as far as possible and a note taken of the damage.

Until the vessel is examined in dry dock and the tanks tested it is impossible to state definitely the total amount of

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are 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 the Committee or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



Repairs necessary.

From the examination afloat the following damage was found:-

<u>Found</u>	<u>Recommended</u>
<u>TRANSVERSE BULKHEADS</u>	
In all tanks rivets in boundary frames at shell and bulkhead, also lower brackets to vertical stiffeners; side girders to transverse bulkhead; horizontal and vertical stiffeners and corner brackets to upper and lower side stringers, a large number slack and leaking.	The members to be taken off as considered necessary and reriveted, holes to be reamed and countersunk in the case of very slack rivets.
<u>SIDE GIRDERS</u>	
In all tanks rivets in outer and inner side girder intercostal connecting angles to shell, slack and in many cases leaking.	Connecting angles to be removed as necessary and reriveted.
<u>LONGITUDINAL BULKHEADS</u>	
A large number of rivets in connecting angles from transverse bulkhead, brackets from side girders and bottom plating slack.	Rivets to be renewed as necessary.
A number of rivets in vertical boundary angles to longitudinal bulkheads slack and leaking, especially in the lower portion at ends.	Shoes to be taken off, holes reamed in shell and bulkhead and reriveted.
Rivets in bottom angles of longitudinal bulkhead and shell slack and a number leaking.	Rivets to be renewed as found necessary.
Rivets in horizontal stiffeners on longitudinal bulkheads upper and lower slack in places.	to be Rivets to be renewed as found necessary.
Rivets in connections to strong beams upper and lower to longitudinal bulkhead very slack.	Rivets to be renewed as necessary.
Rivets in vertical stiffeners on longitudinal bulkheads, a number found slack.	Rivets to be renewed as necessary.
<u>SHIP'S SIDE</u>	
A large number of rivets in transverse framing extending from wing side girder to above upper stringer slack.	Rivets to be renewed as necessary.
A large number of rivets in side girder stringers including shell angles and face bars of upper and lower stringers and brackets to horizontal stiffeners on transverse bulkheads and attachments to strong beams very slack.	Rivets to be renewed as necessary.



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A number of rivets in main deck beams and beam knees slack. (especially in the beam knees to main frames)

Rivets to be renewed as necessary.

Rivets in transverse bulkhead seams and butts and seams of shell plating started in a number of plates.

To be renewed as necessary.

A number of rivets in transverse frames to shell; transverse bulkhead low brackets to shell and intercostal connecting angles to shell broken.

Rivets to be renewed as necessary.

TRANSVERSE FRAMES

A number of frames (seventeen) cracked in Nos 3, 4 & 5 Port and Starboard tanks.

Frames to be cropped and part renewed, or renewed in their entirety as required.

Rivets in tank stiffeners slack in places.

Rivets to be renewed as necessary.

Rivets in middle stringer in fore Peak tank on Port side and also on one panting beam connection slack in places.

To be renewed as necessary.

FUEL TANKS

Water showing in port side of double bottom tank under No.1 hole also in wing tanks aft on each side of Donkey Epler recess and considerable leakage from wing tanks to after coffer-dam.

Fuel to be transferred and tanks tested, and afterwards steamed and cleaned for internal examination. Repairs to be effected as found necessary

Rivets in bulkhead of fore and after coffer-dam and pump room leaking in places.

To be cleaned out for examination, tested and repaired as necessary.

MACHINERY

Port Engine

Tried under working conditions and found badly shaken with considerable damage to main bearings crankshaft, clutch and reversing gear, lower half of crank case (broken), intermediate shaft bearings and engine seating.

Engine to be dismantled for examination, crankshaft tried in lathe for truth, balance weights to be tested, main bearing remetalled, lower part of crankcase renewed, clutch and reversing gear to be opened up for examination, main shafting lined up throughout, slack rivets in seating to be renewed, crank pin brasses to remetal as necessary, No.3 engine connecting rod to try in lathe for truth.

STARBOARD MAIN ENGINE

Tried under working conditions and found badly shaken and damage to main bearing through overheating a number of rivets slack in engine seating.

Engine to be completely dismantled for examination, including clutch and reversing gear; engine seating rivets to be dealt with as necessary, shafting to be lined throughout.



On completion of repairs the engines to be tried under working conditions for a period which will ensure efficiency.

Good deck under windlass strained and leaking badly.

Windlass to be lifted and deck further examined. Repairs to be effected as found necessary.

Main top mast slack in socket.

To be further examined and dealt with as found necessary.

Vessel to be drydocked for examination and rudder lifted and examined for truth, steering gear and engine to be opened out for examination, tanks to be cleaned and tested, and bottom generally examined.

All removals necessary in order to carry out the above recommendations to be afterwards replaced and made good with part new material, and all damaged cement and paintwork to be made good as required.

Any further damage which may be disclosed on further examination, or in executing the repairs now enumerated to be made good as necessary.

The vessel to be restored as far as practicable to the same condition as before the alleged casualty occurred.

*J. L. Smith.*

Survey Fees	E 49. 7. 0
Expenses.	<u>3.10. 0</u>
	E 52.17. 0



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Foundation