

Rpt. 8.

(Received at London Office)

No. 3483.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12/9/1944 When handed in at Local Office 12/9/1944 Port of CAPE TOWN.

No. in Survey held at CAPE TOWN. Date, First Survey Aug. 19th Last Survey Sept. 11th. 1944
Reg. Book. on the Wood, Iron or Steel Sc. "S W A Z I" (No. of Visits Six.)TONNAGE:— Bulkhead Northwich. By whom W.J. Yarwood & Sons. Ld. When 1927. Month 11.
Gross 247 Owners Thesen's Steamship Company, Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
Under Dk. 178 Managers Mitchell Cotts & Co. (S.A.) Limited. Port belonging to Cape Town.
Net 105

Surveyed Afloat or in Dry Dock? Both. Name of Dock Cape Town Docks. Destined Voyage.

Cell DBor DBa feet; uE & B. feet; f. feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT tons. } precisely as in Register Book and Supplements)

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. 3474 Port C.T.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.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING AND PREPARATION OF FORE PEAK TANK FOR CARRIAGE OF OIL FUEL. Vessel placed on a pontoon. Bottom and rudder cleaned, examined and recoated. Examined decks, casings, hatchways, wood covers, tarpaulins and battening arrangements, ventilators and their coamings, and all remaining deck openings and their closing appliances. Generally examined hold, windlass, steering gear and its connections.

The forepeak tank opened up, cleaned, scaled, and examined, afterwards tested by head of water in accordance with the Rules, and found or made tight. A filling pipe 4" diam. of wrought iron, and an air pipe of same diam. fitted at after and forward end respectively, gauze fitted at mouth of goose neck air pipe on forecastle deck. First floor abaft collision or fore peak tank bulkhead made oiltight, so forming cofferdam, and existing fore peak suction line converted to draw from this cofferdam. A new suction line fitted, of 3" diam. wrought iron pipe, having two sluice

Over/

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	Copper, or Y.M. (State if on Felt.)
Decks	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M. (State if on Felt.)		When fitted, Month Year
Caulking of Decks	GOOD	Ceiling	GOOD	Coal Bunkers, Openings, Covers, etc.	GOOD	Boats	GOOD	
Coamings	GOOD	Cement or Asphalt	GOOD	Oil Bunkers	GOOD	Masts, Yards, &c.	GOOD	
Beams and Fastenings	Pt. exam Good	Rudder	GOOD	Scuppers	GOOD	Condition, how ascertained from dk. (State if wedges removed.)		Equipment letter
Outside Plating	GOOD	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD	Hatches	GOOD	Anchors, No. of
" " in way of sidelights	GOOD	Windlass	GOOD	Hatches	GOOD	Planking	GOOD	Cables (State if now ranged)
Frames	part examined good	Have pumps been examined and found efficient?	GOOD	Planking	GOOD	Caulking	GOOD	" length mean diam (on board)
Reverse Frames	GOOD	Have Sluice Valves been examined and found efficient?	GOOD	Treenails	GOOD	Treenails	GOOD	" length mean diam (on board)
Longitudinals	GOOD	Have watertight doors been examined and found efficient?	GOOD	Breasthooks & Stemson	GOOD	Transoms, Pointers & Crutches	GOOD	Chain Locker
Transverses	GOOD	Have Ventilators and their Coamings been examined and found efficient?	GOOD	Timbers of Frame at openings	GOOD	Stringers, Clamps & Shelves	GOOD	Hawsers and Warps
Floors	part examined good	Air and Sounding Pipes	GOOD	Sanding	GOOD	Standing and Running Rigging	GOOD	Sails
Keelsons	GOOD	Doubling Plates under Sounding	GOOD	State if examined.	GOOD		GOOD	
Stringers	GOOD	Pipes	GOOD		GOOD		GOOD	
Inner Bottom Plating	GOOD		GOOD		GOOD		GOOD	
Have the Tanks been examined internally?	Forepeak tank, yes.		GOOD		GOOD		GOOD	
Have the Tanks been tested?	do.		GOOD		GOOD		GOOD	

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, as now seen, is eligible in our opinion to remain as classed, with fresh record of Survey 8,44 and to have the notation of "Carrying Fuel Oil F.P. above 150°F in Fore Peak Tank"

Survey Fee (per Section 29) Alterations. £ 26 : 5 : 0 Fees applied for, 11/9/1944
Special Damage or Repair Fee (if any) £ 1 : 1 : 0 Received by me, 19
(per Sec. 29) Late Fee. £ 1 : 1 : 0
Travelling Expenses (if chargeable) £ 18 : 0 : 0
Second Surveyor's Fee (if any) £ 24 : 0 : 0
Committee's Minute
Character Assigned

Surveyor to Lloyd's Register of Shipping.

All above fittings are in accordance with Rule requirements.

QVB

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.