

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's Name ~~SS~~ MS "C O P T I C" (LR 507934)

Gross tons 8930 Port of Registry Southampton Port CAPE TOWN

Date of build 7-1928 Is there a Rpt 9? No Rpt. No. 7347

No. of visits 3 First date 7-6-65 Last date 9-6-65

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) *over 7170*

Date of completing rpt. 11-6-65 Surveyed at, if different from Port above

Surveyed afloat ~~and in D.D.~~ Last date of examination in D.D.

Has a Load Line Survey been held? Summer freeboard as verified

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees R40-00 Damage fee - Expenses R2-05

S.A. fee -

122 JUN 1965

004411-0044170056

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

I have surveyed the above-named ship in accordance with the Rules for Interim Certificate (H)

Now done: At request of Owners Agents attended on board on account of windlass. It was stated that whilst heaving up starbd. anchor alongside wharf at Cape Town on the 7th June, 1965 and before the anchor was heaved home, a noise was heard and the windlass was stopped, and it was found that threads of a primary shaft and bearing keep bolt had stripped (the thread was not in good condition), and windlass cheeks had broken away and several teeth of a gear wheel had broken away.

The following damage was found.

Windlass.

Inner cheeks (P & S) in way of primary pinion shaft broken in way of bearing pockets.

First reduction gearwheel, seven teeth broken.

Recommendations for repairs:

Windlass cheeks were broken to metallock and afterwards to fit with bolted steel plates each side. Steel threaded pegged teeth to fit to gearwheel where broken and afterwards to weld and dress to tooth contour. All (4) primary shaft bearing keep bolts to renew.

The above repairs were efficiently carried out at this time, and windlass tested under full load and found satisfactory.

It is recommended that windlass cheeks in way of primary pinion bearings and its 1st reduction gearwheel be further examined and dealt with as found necessary by end of September, 1965 (three months limit), being found efficient meanwhile.

N.B. It was stated that the vessel will be scrapped in Belgium about end of July next.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend, therefore, that this ship remain as classed ~~vick~~ without fresh record of ~~dry docking~~, subject to any outstanding conditions of class as previously recommended, also subject to windlass cheeks in way of primary pinion bearings and to its 1st reduction gear wheel being further examined and dealt with as found necessary by the end of September, 1965 (three months limit).

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee **MONDAY 12 JUL 1965**

Minute

Deferred for comp SS (subject)

Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN CLASSN. CTTEE

ALSO FOR

SPL FOR

POSTING

HEADER

CERT

