

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6-3-1957 When handed in at Local Office 6-3-1957 Port of DURBAN
No. in Survey held at DURBAN Date, First Survey 26th Feb. Last Survey 4th March, 1957
Reg. Book. on the ~~WOOD~~ ~~STEEL~~ "MEAD" (No. of Visits Two)

69827 TONNAGE:— Built at S. Bank Middlesbro By whom Smith's Dock Co.Ltd. When 1919 Year Month 8
Gross 606 Owners. Smith's Coasters (Pty) Ltd. Owners' Address —
Under Dk. — Managers C. G. Smith & Co.Ltd. (if not already recorded in Appendix to Register Book).
Net 256 Port belonging to Durban

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Durban 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. 7379 Port DRB

(Periodical Surveys, when held, must be reported in detail and serialim 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 ~~EXTENSION OF LOAD LINE CERTIFICATE~~
EXTENSION OF LOAD LINE CERTIFICATE. The following cable dated 16th February, 1957, received from Committee.

"MEAD REMYLET TWENTYSECOND JANUARY COMMITTEE HAVE AGREED SHIP CONTINUING SERVICE UNTIL END MARCH STOP AT REQUEST OWNERS YOU MAY ISSUE FURTHER LLST VAILD UNTIL THEN AFTER SATISFACTORY LOADLINE RENEWAL SURVEY".

NOW DONE. Ship examined generally including holds, machinery and boiler spaces, decks, hatchways, covers, casings, ventilators, general equipment, watertight door and steering arrangements and found in good order.

Load Line marks verified and a further L.L.S.T. issued, valid till 30th March, 1957.

Please see Durban Report No. 7379 for previous extension of Load Line Certificate. (SEE 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	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks Good	—	Good	(State if on Felt.)
Caulking of Decks —	Ceiling —	Coal Bunkers, Openings, Good	When fitted, Month Year
Coamings Good	Cement or Asphalt —	Covers, etc. Good	Boats Good
Beams and Fastenings Good	Rudder —	Oil Bunkers —	Masts, Yards, etc. Good
Outside Plating Good	Steering Gear and its connections Good	Scuppers Good	Condition, how ascertained From dk. (State if wedges removed.)
" " in way of sidelights —	Windlass Good	Cargo Hatchways Good	Equipment letter —
Frames Good	Have pumps been examined and found efficient? Working conditions Good	Hatches Good	Anchors, No. of —
Reverse Frames —	Have Sluice Valves been examined and found efficient? —	Planking —	Cables (State if now ranged) —
Longitudinals —	Have watertight doors been examined and found efficient? Good	Caulking —	" length — mean diamr. — (on board.)
Transverses —	Have Ventilators and their Coamings been examined and found efficient? Good	Treenails —	" Rule length — size —
Floors —	Air and Sounding Pipes Good	Breasthooks & Stemson —	Chain Locker —
Keelsons —	Doubling Plates under Sounding Pipes —	Transoms, Pointers & Crutches —	Hawsers and Warps Sufficient
Stringers —		Timbers of Frame at openings —	Standing and Running Rigging Good
Inner Bottom Plating —		" " at other places —	Sails —
Have the Tanks been examined internally? No		Stringers, Clamps & Shelves —	
Have the Tanks been tested? No		Salting (State if examined.)	

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 ship is eligible in my opinion to remain as classed.

Load Line Ren. £12 : 0 : 0 Fees applied for, 5-3-1957
Survey Fee (per Section 29) £ : : Received by me, 1957
Special Damage or Repair Fee (if any) (per Sec. 29) £ : 9 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Committee's Minute
Character Assigned
See minute on Nov. 129680 a
FRIDAY 26 APR 1957
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
008765-008772-0098

On completion windlass tried under steam and found in order.

ANCHORS.

ANCHORS.

Number of Certificate.	Anchors. *	Weight, Ex Stock.			Weight of Stock.			Test per Certificate.				Weight Required by Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd „ ...																
	3rd „ ...																
	Collective Weight																
	Stream ...																
	Kedge ...																

If Patent, state Name of Patentee.

If Stockless, state Mechanical Test.

* 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.