

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8<sup>th</sup> Aug 55 When handed in at Local Office 8<sup>th</sup> Aug 55 Port of LEITH  
No. in Reg. Book 05159 Survey held at LEITH Date, First Survey 8<sup>th</sup> June 1955 Last Survey 29<sup>th</sup> July 1955  
(No. of Visits 18)

on the Steel M.V. "CAPE HAWKE"  
TONNAGE: — Built at PORT-GLASGOW By whom LITHGOWS LD When 1941 MONTH 3  
GROSS 6884 Owners LYLE SHIPPING CO LD Owners' Address ✓  
UNDER DK. 6375 Managers ✓ (If not already recorded in Appendix to Register Book)  
NET 4160 Port belonging to GLASGOW.

Surveyed Afloat or in Dry Dock? both Name of Dock afloat - EDINBURGH DOCK  
dry - IMPERIAL DOCK Destined Voyage ✓  
Cell/D/Bor/D/BA ✓ feet: uE&B ✓ feet: f ✓ feet ✓  
total capacity ✓ tons. FPT ✓ tons; APT ✓ tons; MT ✓ feet ✓ tons.

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. 83045 Port GLS.

CHARACTER.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100 A.1 with</u>	<u>+LMCCS 9.51</u>	
<u>Freeboard 10.54</u>	<u>DBS 12.54</u>	
<u>S.S. GLS 9.51</u>	<u>TSCL 10.54</u>	

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.

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. Society's Freeboard (if assigned) as painted on Ship and now verified 10 ft. 8 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR PERIODICAL SPECIAL SURVEY TYPE "C" (vessel 14 1/2 yrs old) due 9.55 CONTINUOUS SURVEY: ✓

RENEWAL LOAD LINE SURVEY AND ALTERATIONS

Now DONE:- Vessel placed in drydock. Hull plating, stemframe and rudder cleaned, examined and coated. Last seen in drydock 24/6/55.

EXAMINED:- All holds, tween decks, fore and after peak spaces, engine and boiler spaces above and below flat forms, plating in way of sidelights, overboard scuppers and discharge pipes, decks with machinery and other casings, superstructures, skylights and companions, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors and chain cables (ranged), chain lockers, masts and rigging, steering gear, auxiliary steering gear (blocks & tackle rigged), windlass, general equipment, pumps, N.T. door, ventilator coamings and covers, air and sounding pipes (striking plates fitted) and cargo battens

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	Condition	Remarks
Decks	good	
Planking of Decks	good	
Caulkings	good	
Stitches & Fastenings	good	
Outside Plating	good	
Plating in way of sidelights	good	
Frames	good	
Transverse Frames	good	
Longitudinals	good	
Stirrers	good	
Beams	good	
Stringers	good	
Inner Bottom Plating	good	
Have the Tanks been examined internally?	Yes	
Have the Tanks been tested?	Yes	
Bulkheads	good	
Ceiling (in way hatchway)	good	
Cement	good	
Rudder	good	
Steering gear and its connections	good	
Windlass	good	
Have pumps been examined and found efficient?	Yes	
Have Sluice Valves been examined and found efficient?	Yes	
Have Watertight Doors been examined and found efficient?	Yes	
Have Ventilators and their Coamings been examined and found efficient?	Yes	
Air and Sounding Pipes	good	
Doubling Plates under Sounding Pipes	good	
Engine Room Skylights	good	
Coal Bunkers, Openings, Covers, &c.	good	
Oil Bunkers	good	
Scuppers	good	
Cargo Hatchways	good	
Hatches	good	
Planking	good	
Caulking	good	
Treenails	good	
Breasthooks & Stemson	good	
Transoms, Pointers & Brutches	good	
Timbers of Frame at openings	good	
Stringers, Clamps & Shelves	good	
Salting	good	
Copper, or Y.M.	good	
When fitted, Month		
Year		
Boats	not examined	
Masts, Yards, &c.	good	
Condition, how ascertained	by examination	
Equipment letter	at the 14	
Anchors, No. of	36. 15.	
Cables (State if now ranged)	Yes	
length	270m mean diam. 2 3/8"	
Rule length	270m size 2 3/8"	
Chain Locker	good	
Hawsers & Warps	sufficient	
Standing Rigging	efficient	
Sails	good	

General Observations, Opinion as to Class, Recommendation, &c.:

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 is eligible in my opinion to be continued as now classed in the Register Book with fresh record of "docking 6/55" and to have the notation of "S.S. LH 4/55"

Survey Fee (per Section 23)	Special Survey 90:	0 : 0	Fees applied for,
Alterations & Special Repair Fee (if any) (per Sec. 23)	£ 20 : 0 : 0		15. 8. 1955
Load Line Renewal	£ 13 : 0 : 0		
Travelling Expenses (if chargeable)	£ 1 : 5 : 0		Received by me, 19
Second Surveyor's Fee (if any)	£ :		

Committee's Minute GLASGOW 23 AUG 1955  
Character Assigned 6.55 Lth.  
5.5 Lth - 7.55  
DELETE ENDORSEMENT.  
SPS 7.55  
Surveyor to Lloyd's Register of Shipping. Alex M Hopkins  
Lloyd's Register Foundation  
CERTIFICATE WRITTEN.

10924-010932-0096 1/2 OWNERS - LYLE SHIPPING CO LD

M.V. "CAPE HAWKE"

Alterations continued:-

out. The deck plating on lower and Navigating Bridge decks was entirely renewed and a new steel deckhouse was fitted on Navigating Bridge deck in lieu of teak deckhouse. The accommodation was rearranged and fitted as shown on the accompanying plans. The accommodation in deckhouse on shelter deck was refitted using part new material and rearranged as shown on plan. The entrance doors to this house have now been arranged on the after side of the house (P.S) with 24" sills instead of at sides.

Additional full supports were arranged as required on each deck.

New deck plating and deckhouse were here tested on completion of steelwork and found tight.

Ventilators and sidelights re-arranged to suit new layout.

LOAD LINE RENEWAL:- A load line renewal survey was carried out concurrently with the above and Form C.11(c) and Rft C.12(a) forwarded to London on 4/7/55. The new load line certificates were placed on board after amending same for the new gross tonnage.

LOAD LINE REPAIRS:- 80 wood hatch covers renewed.

2 air pipes renewed. 8 air pipe wood plugs supplied and sundry minor repairs effected.

ALTERATIONS FOR REGISTER BOOK:-

Gross Tonnage - 6884 tons

Underdeck Tonnage - 6375 tons

Net Register Tonnage - 4160 tons.

Interim certificate issued on completion - Copy attached.

PLANS ATTACHED:-

ARRANGEMENT OF CHARTROOM & WHEELHOUSE (STEELWORK)

EXTENT OF DECK PLATING RENEWALS

RE-ARRANG<sup>T</sup> OF SHELTER DECKHOUSE ACCOMMODATION

RE-ARRANG<sup>T</sup> OF LOWER & NAVIGATING BRIDGE ACCOMMODATION

Alex. M. Hopkin's  
8<sup>th</sup> August 1955.

Freeboard verified and found in order.

EXAMINED (INTERNALLY) and TESTED:- Fore and After Peak tanks, all double bottom tanks, O.F. settling tanks, deck tanks and F.W. tanks in tween decks.

All spaces previously cleared, ceiling, lining, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

REPAIRS WEAR & TEAR:- No 1 Keel plate from aft (Coffin Plate) found corroded on bottom - doubling plate now fitted

Approx 200 rivets in way No 1 & 2 double bottom tanks (P.S) hardened up with seams in way. Rivets on rudders also hardened up. Bilge keels (P.S) faired as required and riveted.

Chain cables ranged - Two shackles found wrongly fitted and made good. Mean dia of cable 2 3/16"

Cement where broken renewed in No 1 & 2 double bottom tanks. Slight fittings in Engine Room cofferdam welded up and 1" thick layer of cement fitted on bottom. Leaky rivets in cofferdam hardened up.

Buttars in No 2 & 3 tween decks slightly distorted and faired. Hatch beams on Shelter and 2<sup>nd</sup> deck hatchways renewed, faired and refitted as required.

On renewal of deck composition on shelter deck inside midship deckhouse the deck plating was found considerably wasted. 15 new deck plates fitted as per attached plan. Bottom of deck house (midship) cropped at sides (P.S) and after.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

end and new plate fitted. Boundary angles renewed as required. Also a number of sundry minor repairs effected.

S. R. LIST No 137:- Nil

Endorsements No 5:- Keel Plate No 4 from aft indented. This plate was carefully examined and found efficient. As this indent is of a minor nature and in no way impairs the seaworthiness of the vessel it is recommended it be deleted.

ALTERATIONS:- The teak deckhouse on navigating bridge renewed. Also Master's accommodation etc in lower bridge house stripped (See Continuation Sheet)

THURSDAY 3 NOV 1955  
Deferred to 30 Nov 1955  
side red different  
crosshead threads  
(9.55 limit)  
bonde

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

