Rpt. 8. (Received at London Office 2 APR 1951) No. 4260. B.C.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8-3-1951 When handed in at Local Office 8-3-1951 Port of CAPE TOWN.

No. in Reg. Book. 68692 Survey held at ..... Date, First Survey 28-12-50 Last Survey 15-2-1951 (No. of Visits 9)

on the ~~Wood, Iron or~~ Steel M. V. "MASHONA"

TONNAGE :— Gross 413 Under Dk. 235 Net 224

Built at Haverton Hill on Tees By whom Furness S.B.Co.Ltd., When Year 1944 Month 6

Owners Union S.S. Company of South Africa Ltd., Owners' Address – (if not already recorded in Appendix to Register Book).

Managers Coast Lines Africa (Pty) Ltd., Port belonging to Cape Town

Surveyed Afloat or in Dry Dock? Both Name of Dock Cape Town Slipway Destined Voyage –

CellDBorDBa ..... 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. 415 S Port C Town

Particulars of Classification (*which must be inserted precisely as in Register Book and Supplements*)

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
B.S. * 12,49 Ctn. Coasting Services	M.B.S. * 3,49
	T.S.O.G. N 6,49
AS. 6:49.	
S.S.Ctn. 6,49	
	Oil Eng.

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 6 ins.

Periodical Surveys, when held, must be reported in detail and seriatim 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 Drydocking Annual Survey, Annual Load Line Survey and re-conversion for part carriage of bulk oil.

NOW DONE;

Vessel placed on the Slipway, bottom, keel and rudder cleaned, examined, found in good condition and recoated.

Decks, superstructure, casings, hatch and ventilator coamings, with closing arrangements, scupper, air and sounding pipes and all remaining deck openings, with closing arrangements, windlass, steering gear and its connections, including auxiliary gear and general equipment and guard rails, all examined and found in good condition.

Annual Load Line Survey also carried out.

/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

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

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 is in efficient condition and eligible, in my opinion, to remain as classed, with fresh record of Docking Survey 2,51, Annual Survey 2,51, and the Notation of carrying cargo oil F.P. above 150°F in midship Deep Tank.

Not BC
Instructed to assign these notations

For J.W. Jones Evans + Self

Survey Fee (per Section 29) £ 29-0-0
Special Damage or Repair Fee (if any) (per Sec. 29) £ :
Cost of Cables
Travelling Expenses (if chargeable) £ 1-5-6 / 1-3-6
Second Surveyor's Fee (if any) £ :

Fees applied for, 6-3-1951
Received by me, 19

THU 10 MAY 1951

Committee's Minute
Character Assigned 2,51 C.J.
Note A.S 2,51 MBS * 2,51 NE * 2,51 S(N) 2,51

Surveyor to Lloyd's Register of Shipping.

(To Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

© 2021 Lloyd's Register Foundation

011461-011468-0121

RECONVERSION:

Part of vessel between Stations 31 and 34 now converted as deep tank in accordance with approved plan, Secretary's letter and Rule requirements.

On completion the deep tank tested to a head of water as required by the Rules and found tight.

A 6" cargo oil line has been fitted from the original cargo pump, through after hold to the deep tank with branch connections to Port and Starboard tank.

Valves fitted in branch lines with extended spindles to deck.

On completion the cargo oil line tested and found good.

Cargo battens and oil cutterways draining to the hold well fitted to the after side of bulkhead at Station 31 and forward side of bulkhead at Station 34 respectively.

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

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.	If Patent, state Name of Patentee		If Stockless, state Mechanical Test
	1st Bower ..																
	2nd " ..																
	3rd " ..																
	Collective Weight ..																
	Stream																
	Kedge																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire..											

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

© 2021 Lloyd's Register Foundation