

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21.12.1942 When handed in at Local Office 21.12.1942 Port of CAPE TOWN.

No. in Survey held at Cape Town. Date, First Survey Dec 14/42 Last Survey Dec 16/42 1942
Reg. Book. on the Wood, Iron or Steel & "BANDAR SHAHPOUR" (No. of Visits THREE (3))Tonnage: Gross 5236 Under Dk. 4814 Net 3268
Built at W. Harlepool By whom W. Gray & Co. Ltd. When 1924 Month 4
Owners Strick Line (1923) Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
Managers F.C. Strick & Co. Ltd. Port belonging to London.Surveyed Afloat or in Dry Dock? Afloat Name of Dock Cape Town Docks Destined Voyage ✓
Cell/Dor/DBa total capacity feet; uE & B tons; FPT feet; f tons; APT feet; f tons; MT feet; f tons. } Particulars of Classification (which must be inserted 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. 8987 Port L.A.

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. See copy

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

of damage report herewith Was a damage report made by anyone else? if so, by whom? No
REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.
On account of damage, stated to have been sustained;
(1) When vessel struck quay wall when leaving Bahia, on the 28th November, 1942.
(2) When vessel encountered heavy weather whilst on passage from Birkenhead - Bahia on the 6th November, 1942.

Now Done For Damage (1) Examined stem bar & stem plating externally as far as practicable, as vessel lay afloat fully loaded; also internally in way of fore peak tank. Found stem bar & stem plating in way buckled approx from 18ft-23ft mark.

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓	✓	As per report
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

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

General Observations, Opinion as to Class, Recommendation, etc.: This vessel, as now

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."

seen, is eligible in my opinion to remain as classed, without fresh record of Survey, subject to permanent repairs being effected to stem & stem plating at the first opportunity.

Survey Fee (per Section 29)	£	8	8	0	Fees applied for, 16.12.1942
Special Damage or Repair Fee (if any) (per Sec. 29)	£	12	6		Received by me, B.Y.B.
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				
Committee's Minute					
Character Assigned					

TUES. 6 APR 1943

As now Subject

D.Y. Balfour
Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation
W150-0205

REPAIRS DUE TO DAMAGE (2) Door removed, the two hinges renewed, & door refitted.

B. Y. B.

ANCHORS.

[illegible]

* 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.