

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 17th Aug. 1944 When handed in at Local Office 18th Aug. 1944 Port of New York
in Survey held at New York Date, First Survey 11th July Last Survey 29th July 1944
Book. (No. of Visits 12)

114 on the ~~Wood Iron~~ Steel S.S. "SWIFTS-COUT"
TONNAGE:— Built at Portland, Or. By whom Northwest Bridge & Iron Co. When 1921
ROSS 8300 Owners Swiftscout S.S. Corp. Owners' Address—
NDER DK. — Managers. — (if not already recorded in Appendix to Register Book).
ET 5123 Port belonging to Wilmington, Del.

veyed Afloat or in Dry Dock? 66th Name of Dock Bethlehem Steel Co. Destined Voyage —
27th St., Brooklyn, N.Y.
HDBor DBa feet; uE&B feet; f feet
al capacity tons. FPT tons; APT tons; MT feet tons.
Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
N.B. All alterations in the existing records should be underlined.

1st Report, No. 44802 Port N.Y.K.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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 Rpt. attached. Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom? Underwriters
PAIRS, OR EXAMINATION AS PER RULE, FOR Docking and damage stated sustained (1) by striking a submerged object on April 30, 1944, inbound to Providence, Rhode Island, (2) by collision with S.S. "CHRISTOPHER FLANAGAN" while at anchor in New York Harbour on May 4, 1944; and (3) by collision with S.S. "IRADENTES" whilst at anchor in New York harbour on May 5th, 1944. For further particulars please see vessel's log books and copy of damage report attached.

WORK DONE: The vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. Decks, hatchways, hatches & supports, vents & coamings & general equipment generally examined and found good.

Damage No. 1 Repairs: Bilge Keel, s.s. 25' at fwd. end renewed and approx. 178' faired in place.

Keel T bar faired in place.

Damage No. 2 Repairs: Approximately 30' of three tier hand rail on port quarter removed, faired and replaced using part new material. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	8	—	—	—	—	—	—	Stem Bar
Removed and Faired or Repaired	—	—	—	—	—	—	—	1 stringer, 2 breasthooks.
Faired or Repaired in place	—	7	—	—	—	—	—	—

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks Good	—	Good	(State if on Felt.)
Planking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
Coamings "	Cement or Asphalt —	Oil Bunkers —	Boats Good
Stems & Fastenings —	Rudder Good	Scuppers —	Masts, Yards, &c. "
Outside Plating Good	Steering gear and its connections "	Cargo Hatchways Good	Condition, how ascertained from deck (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) no
Longitudinals —	Have Watertight Doors been examined and found efficient? —	Treenails —	" length — mean diam. —
Transverses —	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson —	" (on board) — size —
Decks —	Air and Sounding Pipes —	Transoms, Pointers & Crutches —	Chain Locker —
Keelsons —	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	Hawsers & Warps Sufficient
Riggers —	—	" " at other places —	Standing and Running Rigging good
Inner Bottom Plating —	—	Stringers, Clamps & Shelves —	Sails —
Have the Tanks been examined internally? no	—	Salting (State if examined.) —	—
Have the Tanks been tested? no	—	—	—

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 in safe condition and eligible, in my opinion, to be continued as classed with fresh record of survey 7,44.

Survey Fee (per Section 29)	Dge. 1 \$ 50.00	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	2 \$ 15.00	1944
Travelling Expenses (if chargeable)	3 \$ 175.00	Received by me, 1944
Second Surveyor's Fee (if any)	£	19

Committee's Minute

Character Assigned 7, 44 N.Y.K.

B.S. 7, 44.

Without Burden

NEW YORK AUG 30 1944

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

W272499870

Damage No.3 Repairs: Stem and Stem Plating: Stem bar cropped at 12' & 29' draft

marks removed, faired and replaced with welded butts.

Port Side: Stem plates in H, J, K & L strakes renewed.

Starboard Side: Stem plates in H, J, K & L strakes renewed. Chafing strips in way renewed.

Internals: 7 shell frames, 1 stringer plate and 2 breast hooks faired in place.

Upon completion of repairs the fore peak tank tested and proven tight. Shell plating above tank hose tested and proven tight.

Wear & Tear Rprs: Shoe plates fitted to stem and after keel plates. 1 shell plate F3 p.s. in way of engine room found fractured at longitudinal frame. Fracture veed out, electrically welded and doubling plate fitted.

Minor repairs effected.

S.R. List: Fit stem and keel shoe plates F & A next docking. Now done as noted above,
this item may now be deleted from the List.

Robertson

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.			
	1st Bower														If Patent state name of Patentee.		
	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.

[illegible]

N.B.—If this Report is copied by Copying Press, especial 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.