

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th August 1933 When handed in at Local Office 15th August 1933 Port of New YorkNo. in Survey held at Brooklyn N.Y. Date, First Survey 7th August Last Survey 15th August 1933

Reg. Book. 35834 on the Wood, Iron or Steel 5.5. "SWIFTEAGLE" (No. of Visits 7)

TONNAGE Built at Portland, Ore. By whom Northwest Bridge & Iron Co. When 1921 - 5

GROSS 8207 Owners Boat Owning and Operating Co. Owners' Address

UNDER DECK 6016 Managers C. S. Mallory & Co. Port belonging to Wilmington, Del.

NET 5092

Surveyed Afloat or in Dry Dock? Yes Name of Dock Crane & Co. Destined Voyage Coastwise

WB=CellDBorDBa feet; u&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. }
N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 34372 Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 report attached

Was a damage report made by anyone else? If so, by whom? London Salvage Association

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3. and damage.

Now done:—

The vessel placed on drydock. hull, bottom and rudder cleaned, examined and coated.

All main cargo tanks, summer tanks, deep tanks, fuel tanks and cofferdams cleaned, examined, found in good condition, tested to Rule requirements and found tight.

Engine and boiler room platforms lifted. tank tops and bilges cleaned, examined and found in good condition. E+B double bottom tanks cleaned, examined, found in good condition, tested and found tight. E+B room platforms refitted. The forward hold, peak spaces, machinery and boiler spaces.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	yes	yes	(State if on Felt).
Caulking of Decks	yes	yes	When put on, Month Year
Coamings	good	good	Boats
Beams & Fastenings	good	good	Masts, Yards, &c.
Outside Plating	good	good	Condition, how ascertained
Breasthooks	good	good	(State if wedges removed)
Transoms	good	good	Sails
Frames	good	good	Equipment letter
Reverse Frames	good	good	Anchors, No. of
Longitudinals	good	good	Cables (State if none ranged)
Transverses	good	good	" length (on board) size
Floors	good	good	" Rule length size
Keelsons	good	good	Hawser & Warps
Stringers	good	good	Standing and Running Rigging
Inner Bottom Plating	good	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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pND24, &c."

Recommended that this vessel be retained as now classed with fresh record of survey 8.33 and notation of 5.5. N.Y.K. No. 3-8.33 in the Register Book. Subject to No. 9 plate and adjacent plate from fore end P.5. in 3rd. strake below sheer being dealt with at first convenient opportunity.

Survey Fee (per Section 20)	\$ 300.-	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 20)	Damage \$ 10.-	Received by me.	19
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

100 A1 Shelter Deck with 3rd. strake below sheer being dealt with at first convenient opportunity.

S.S. N.Y.K. No. 3, 8.33 + L.M.C. 8.33 T.S. 8.33 Subject

26 AUG 1933

A.G. House

Surveyor to Lloyd's Register of Shipping.

WED. 4 APR 1934

Lloyd's Register Foundation

1/2 W589-0198

5.5. 'SWIFTEAGLE'

and Pump rooms cleaned, examined and found in good condition.
Plating under sidelights good.

The decks, hatchways and hatches, casings, deckhouses, ventilators and their coverings examined and found in good order.

Masts, rigging, boats and general equipment good.

Windlass, steam and hand stowing gear opened up, examined and closed up in good order.

Chain cables ranged and now in good order. Chain locker cleaned, examined and coated.

Air and sounding pipes good
Freeboard verified.

Note: It was not considered necessary to drill the shell plating at this time.

The whole of the Rule requirements for 5.5. No. 3 have now been complied with.

Now done for damage: Stated sustained by grounding.

Starboard bidge keel: - 1 length cropped at fore end. 1 length faired in place
1 length removed, faired and refitted and 2 lengths renewed.

Port bidge keel: - 2 lengths renewed. 1 length removed, faired and refitted and one length faired in place.

Approximately 300 loose bottom rivets renewed.

Chain cables overhauled, a few loose studs renewed.

Port anchor pin renewed. 1 starboard joining shackle renewed.

Strapost fairwater wood filling pieces partly renewed.

Wear & tear: - Shell plate 'B' No. 1 from forward, damaged by anchor now renewed. Minor repairs effected.

5.R. List: - Owners representative stated they did not wish to effect repairs at this time. Plating examined in way of damage and found tight.

A.H.