

NEW YORK

AUGUST 16th, 1933.

H. G. HOUSE

the Owners' Representative survey the Steel Screw Steamer "SWIFTEAGLE" 8207 tons gross register of Wilmington, in order to ascertain the nature and extent of the damage stated to have been sustained by grounding at Port Arthur at 7:15 A.M. on the 17th March, 1933; vessel refloated at 9:15 A.M. Vessel again grounded at 3:55 P.M. and refloated 5:40 P.M. same date. Also grounding while entering Houston Channel at 5:15 P.M. on the 11th June, 1933; vessel refloated at 10:25 A.M. on the 12th June, 1933.

For further particulars please see vessel's log books.

On the 7th August, 1933, and subsequent dates, the vessel then lying on the drydock of Crane & Co., Brooklyn, N.Y., the undersigned made examination and

FOUND

RECOMMENDED

Starboard Side

No.1 length of bilge keel plate and shell bar buckled.	To be cropped at forward end.
No.2 length of bilge keel plate and shell bar buckled.	To be faired in place.
No.3 length of bilge keel plate and bar buckled.	Plate to be removed, faired and refitted and bar faired in place.
No.4 length of bilge keel plate missing and shell bar buckled.	Plate to be renewed and shell bar faired in place.
No.5 length of bilge keel plate loose.	About 40 rivets to be renewed.
No.7 length of bilge keel plate and bar broken.	Plate and bar to be renewed.



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<u>Port Side.</u>	<u>FOUND</u>	<u>RECOMMENDED.</u>
No.3 length of bilge keel plate and shell bar buckled.		To be faired in place.
No.4 length of bilge keel plate and shell bar buckled.		Plate to be removed, faired and refitted. Shell bar to be faired in place.
Nos. 6 and 7 lengths of bilge keel plate and shell bar broken.		Plates and shell bars to be renewed.
Approximately 300 loose scattered shell rivets		To be renewed.
Fairwater wood between Nos.2 and 3 rudder gudgeons missing.		To be renewed.
Fairwater wood between Nos.3 and 4 rudder gudgeons broken and loose.		To be repaired and refastened.
Several links in port and starboard chain cable slightly bent and studs loose.		Cables to be ranged, all bent links faired and loose studs renewed.
Propeller shaft down about 5/16".		To be drawn for examination, the lower half of the wood bearing renewed and shaft refitted, stern gland repacked and all connected up ready for sea.

It is further Recommended that the after peak tank and all tanks in way of the damage be tested and proven tight upon completion of repairs. All removals found necessary to effect repairs to be replaced in good order and the vessel be certified free from gas before repairs are commenced.

Fee \$25.00

*A.G. House*

Surveyor to Lloyd's Register of Shipping.



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