

COPY.

Mr. Munro

Lloyd's Register of Shipping.



Port CAPE TOWN.

7th August, 1934.

*Please attach to
Wreck Rpt. 8833*

This is to Certify that

J. Wood,

the undersigned Surveyor to this Society did at the request of the Master and Agents proceed by launch on the morning of the 29th July, 1934 to the stranded Steel Screw ^{Motor Vessel} ~~Steamer~~ "WINTON" 4388 tons gross of London, to ascertain and report on the prospects of refloating the vessel, after the tugs had parted several hawsers and the vessel's propelled had become fouled the tide being on the ebb it was decided to return to port and send out lighters to discharge the cargo and to attempt to run out the port anchor and cable which was successfully done during the forenoon. Returned to vessel by tug when an other unsuccessful attempt was made to refloat. The anchor cable having parted in the attempt, about one hundred and fifty tons of cargo having been discharged. As the tide was again falling and the seas making I recommended that the vessel's ballast tanks about seven hundred ton capacity be run up from the sea to keep the vessel solid on the bottom and prevent damage to the hull plating.

Monday 30th. Again proceeded to vessel by launch to ascertain if it had been possible to transfer the starboard bower anchor to the port cable, and also to find if it were possible to fit extra pumps to discharge the water in the ballast tanks. Found the anchor transferred but owing to the heavy swell it had been found impossible to run it out. The Chief Engineer had been successful in clearing

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"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Committee or any Member thereof, or Surveyors, or other Officers or Agents of the Society."

the obstruction from the propeller. During the afternoon the Harbour tug was able to run an anchor aft which was secured to the after bitt by wires. After returning to port where all arrangements were made for the Owner's Agent and myself to proceed to H.M. Dockyard Simonstown, to procure anchors, cables and wires a report, was received that the vessel was exceptionally lively. We again proceeded by tug and an other unsuccessful attempt was made to refloat vessel. On account of the heavy sea that was running it was considered advisable for the Master and crew to be transferred to the tug and landed.

Tuesday 31st. Proceeded by tug to vessel and together with the Master and several members of the crew boarded. On examination found vessel still intact all tank and bilge soundings unchanged. Impossible to lay any more anchors on account of swell.

Wednesday 1st. Proceeded to vessel by tug to make a further examination but found it impossible to board on account of swell. As the list to port has now greatly increased I am of the opinion that it will be impossible to have current for the winches to discharge cargo.

Thursday 2nd. Viewed vessel from shore and found hull buckled from deck line to water's edge about two feet aft of the centre of the load line disc. Rivets in the lower landing of the second strake below the main sheer strake sprung and leaking. Proceeded to vessel by launch but found it impossible to board, as sea rededed no damage could be noted to the hull plating on the port side (seaward)

Friday 3rd. Proceeded to vessel by launch but again found it impossible to board.

Saturday 4th. Viewed vessel from the shore and found hull plating fractured through the buckle noted on thursday the 2nd. Stem and stern settling down in deep water.

Monday 6th. Proceeded to vessel by launch. Found midship accommodation including bridge completely gutted by fire. All hatches washed off and beams lying on the cargo. All cargo soaked and the bags in No. 2. hold smouldering. A fracture about four feet wide on deck aft of No. 3. hatch and extending to the water's edge starboard. Deck plating buckled. Engineer room and all accommodation flooded. Several buckles on hull plating. Seatings of deck machinery destroyed.