

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26 Sept 40 When handed in at Local Office 19 Port of CAPE TOWN.
No. in Survey held at CAPE TOWN Date, First Survey 22 Sept 1940 Last Survey 22 Sept 1940
Reg. Book. 70426 on the Wood, Iron or Steel S.S. "BALISTAN" No. of Visits ONE
TONNAGE: Built at South Shields By whom J. Readhead & Co. Ltd When 1937-5
GROSS 6803 Owners Strick & Co. (1923) Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DK. 6097 Managers J. C. Strick & Co. Ltd Port belonging to London
NET 4194

Surveyed Afloat on Day Book? Yes Name of Dock Destined Voyage
Cell/Dor/Da feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT tons.

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. 50807 Port Ind

(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 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

1. Stated to have been sustained through stress of weather on the 14th Sept 1940, causing leakage into N^o 1 D.B. Tank. Examination of the Ship's Log Book showed the leakage to be a per day. The N^o 1 Hold was full of cargo, so that examination of this Tank could not be made. It was recommended that this Tank be sounded twice per day & any increase in leakage carefully noted, & that the Tank be examined when N^o 1 Hold cargo is discharged.

2. Damage stated to have been sustained through the vessel fouling the M.V. "Inverness" while docking at Cape Town on the 23/9/40. The P. machup jangway platform frame was bent, legs broken & bracket bent. T.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
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, &c.	When fitted, Month <u> </u> Year <u> </u>
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & 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? <u>Confered</u>	Planking <u>to the</u>	Anchors, No. of <u>above</u>
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 <u> </u> mean diam. <u> </u> (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length <u> </u> size <u> </u>
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & 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, &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 eligible in my opinion to remain as classed, subject to N^o 1 D.B. Tank being examined after discharge of the present cargo in N^o 1 Hold

Survey Fee (per Section 29)	£ 3 3 0	Fees applied for, <u>23/9/40</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 1 1 0	Received by me, <u> </u>
Travelling Expenses (if chargeable)	£ 10 0	
Second Surveyor's Fee (if any)	£	

FRI, 25 OCT 1940

Committee's Minute

Character Assigned Deferred for repairs

acting Surveyor to Lloyd's Register of Shipping.

It was recommended that the gangway platform frame & bracket be faired & the woodwork & lugs renewed at owners convenience.

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.

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.			
	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]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.