

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Jan 9<sup>th</sup> 1934* When handed in at Local Office *Jan 10<sup>th</sup> 1934* Port of *Istanbul*  
No. in Survey held at *Istanbul* Date, First Survey *Dec 15<sup>th</sup> 1933* Last Survey *Jan 8<sup>th</sup> 1934*  
Reg. Book. *30844* on the *Wood, Iron or Steel* *TWIN SC. "MAZORCA"* (No. of Visits *8*)

TONNAGE:— Built at *Stoeckton* By whom *Grang Taylor & Co.* When *1889* - *7*  
GROSS *2466* Owners *Cia Maritima Mazorca Ltd* Owners' Address *(if not already recorded in Appendix to Register Book).*  
UNDER DK. *2329* Managers *J. Brigg* Port belonging to *Callao*  
NET *1548* *arsenal no 3. 58.*

Surveyed Afloat *and* in Dry Dock? *Yes* Name of Dock *In Bosphorus* *Destined Voyage*  
WB=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } *precisely as in Register Book & Supplements).*

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. *4064* Port *Asl*

(Periodical Surveys, when held, must be reported in detail and serialim 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 *Yes*

Reports attached.

Was a damage report made by anyone else? If so, by whom? *Representative House, underwriters.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Heavy weather damage.*  
*Damage stated to have been caused by heavy weather on Dec. 3<sup>rd</sup> & 4<sup>th</sup> 1933. whilst on a voyage from La Meca to Constanza in ballast.*  
*How done:— Examd. temp. repairs, which had been carried out by members of the crew whilst vessel lying afloat, at the request of master & Owners Agent. The repairs were in the form of cement boxes covering leaky rivets in the transverse bulkhead brackets at the bottom of bulkheads in nos. 3 & 4 port cargo tanks. A number of rivets were then hammer tested in the vicinity of the temp. repairs*

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Coamings	Ceiling	Scuppers	Boats
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Rudder	Hatches	Condition, how ascertained
Breasthooks	Steering gear and its connections	Blanking of Wood Vessels.	(State if wedges removed)
Transoms	Windlass	Caulking ditto	Sails
Frames	Have Pumps now been examined and found effi-	Treenails ditto	Equipment letter
Reverse Frames	cent	Breasthooks & Stemson ditto	Anchors, No. of
Longitudinals	Have Sluice Valves now been examined and found	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Transverses	efficient?	Timbers of Frame at openings ditto	length size
Floors	Have Watertight Doors now been examined and found	Ditto Ditto at other places ditto	(on board) size
Keelsons	efficient?	Stringers, Clamps & Shelves ditto	Hawser & Warps
Stringers	Have Ventilators and their Coamings been examined	Salting ditto	Standing and Running Rigging
Inner Bottom Plating	and found efficient?	(State if examined.)	

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 ptd24, &c."

*This vessel, as far as now seen is eligible in my opinion to remain as classed, subject to all slack rivets being renewed, all recommended repairs effected, & covers to twelve trimmer escape holes in tween decks being riveted in position*

Survey Fee (per Section 20)	£	:	:	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 20)	£	45	: 3 : 0	Received by me.	9-2-1934
Travelling Expenses (if chargeable)	£	3	: 10 : 0		
SPECIAL ATTENTION FEE 15/12/33	£	4	: 4 : 0		
Second Surveyor's Fee (if any)	£				

Committee's Minute *FRI 26 JAN 1934*  
Character Assigned *Deferred for repairs*  
*SM*  
*J.L. Smith*  
Surveyor to Lloyd's Register of Shipping.  
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Iron Twin Sc. "MAZORCA"

\* found started & leaking slightly. Rivets were then tested in all the cargo tanks p. & s. & a large no. found slack & started. The rivets found started & slack, were in the following members in all cargo tanks:-

Transverse Bulkheads:- In boundary frames at shell & bulkhead, lower brackets to vertical stiffeners, side girders to bulkheads, horizontal & vertical stiffeners & corner brackets to upper & lower side stringers.

Side Girders:- In inner & outer side girder intercostal connecting angles to shell, mainly at inner girder.

Longitudinal Bulkhead:- In connecting angles from transverse bulkhead brackets, in vertical boundary beam angles to transverse bulkheads, mainly at shoes at bottom, in bottom angles of long<sup>th</sup> bulkhd. shell; long<sup>th</sup> bulkhd. horizontal stiffeners upper & lower, in connections to upper & lower strong beams, between horizontal stiffeners & side stringers in vertical stiffeners on long<sup>th</sup> bulkhd. at bottom.

Ships Side:- In transverse framing extending from wing side girder to above upper stringer; in side stringers including shell angles & face bars of upper & lower stringers, brackets to horizontal stiffeners on transverse bulkheads; in main deck beams beam knees, in transverse seams, <sup>shells</sup> of shell plating. A no. of rivets in transverse frames to shell, & transverse bulkhd. lower brackets, & intercostal connecting angles to shell broken.

Fore Peak Tank.

A no. of rivets in middle stringer on p. side & in one panting beam connection slack.

Seventeen main frames in nos. 3, 4 & 5 port & starboard cargo tanks fractured.

The reserve fuel tanks S. 13. forward, also in double bottom tanks under engines, & wing tanks on each side of Dunlop boiler recess were tested for water, & considerable leakage was ascertained in the wing tanks; also considerable <sup>oil</sup> leakage was found from wing tanks into after cofferdam.

It was recommended that vessel be drydocked for further examination.

Vessel examined in dry dock, shell riveting examined. Hammer tested & found slack in the

Iron Liner S.S. "Mazurca"

above mentioned places. No. 2 p.s. cargo tanks were full of water, & half the water was transferred to No. 5 p.s. Heavy leakage was observed from a large no. of rivets in the above tanks. The riveting in way of the L.B. & wing oil fuel tanks was examined. but there was very little oil in the tanks, & as the weather was very cold, no leakage was observed. A no. of rivets which were leaking very badly were cut out & replaced by bolts.

The rudder <sup>locking pin</sup> was found to be very much worn & slack in the bush & the remainder of pinlets were considerably worn.

A number of rivets in the plates closing the stem aperture were found very slack.

The Owners Supt. from Oslo inspected the vessel, also a representative for the Norwegian Underwriters; a specification has been made out for permanent repairs, & the vessel is lying at this port awaiting results of tenders from different Mediterranean ports.

J.B.