

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

of writing Report 30th Oct. 1957 When handed in at Local Office 19 Port of CAPE TOWN  
in Survey held at CAPE TOWN Date, First Survey 22nd Oct Last Survey 30th Oct. 1957.  
Book. (No. of Visits 6)

on the ~~XXXXXX~~ Steel S.S. "SWAZI" COAST  
97  
ONNAGE: Built at Northwich By whom W. J. Yarwood & Sons Ltd. When 1927 - 11

247 Owners Thesen's S.S. Co. Ltd. Owners' Address -  
(if not already recorded in Appendix to Register Book).

105 Managers Coast Lines Africa (Pty) Ltd. Port belonging to CAPE TOWN

or in Dry Dock? Both Name of Dock S.A.R. Slipway Destined Voyage -

feet; uE & B feet; f feet } Particulars of Classification (which must be inserted  
tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book and Supplements)

ations in the existing records of tanks should be inserted.

iterations in the existing records should be underlined.

5498

Port

6.10

when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to  
veys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and  
inations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated)  
ated from Repairs due to other causes; and besides being detailed in the body of the report, should be  
the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars  
y stated in the space provided on the back of this form. State also the dates and initials of any letters

ase

here the Surveyor has not made a special damage report he is required to state whether

services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as  
painted on Ship and now verified } - ft. - ins

pt 10 Attached Was a damage report made by anyone else? if so, by whom? No

AMINATION AS PER RULE, FOR Docking; Grounding Damage & Tempy. Repairs.

ge stated sustained through grounding off Dassen Island, on 20th Oct 1957 when bound for  
rom Saldanha Bay.

Fuller particulars please see separate Damage Report No C-422, copy attached.

examination on slipway the undersigned

Found

Recommended

FOR PERMANENT REPAIRS

PORT SIDE BOTTOM SHELL PLATING

(Shell plates counted from ford)

A6 set up badly & corrugated;

(1) To renew plate PA6 for 13'-6" X 4'-2"

indented first space abaft new

X .375"

P.T.O.

PAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
.. .. .								
aired .. .. .								
.. .. .								

OF THE

Efficient

Efficient

Engine Room Skylights. Efficient

Copper, or Y.M. -  
(State if on Felt.)

When fitted, Month - Year -

Boats Efficient

Masts, Yards, etc.

Condition, how ascertained From deck  
(State if wedges removed.)

Equipment letter -

Anchors, No. of -

Cables (State if now ranged) No

length stated mean diamr.

(on board.) complete

Rule length complete size

Chain Locker -

Hawsers and Warps stated complete

Standing and Running Rigging Efficient

Sails -

Bulkheads Efficient  
Ceiling Efficient  
Cement or Asphalt -  
Rudder (lifted) Efficient  
Steering Gear and its connections Efficient  
Windlass Efficient  
Have pumps been examined  
and found efficient? Yes  
Have Sluice Valves been  
examined and found efficient? -  
Have watertight doors been  
examined and found efficient? -  
Have Ventilators and their Coamings been  
examined and found efficient? Yes  
Air and Sounding Pipes Efficient  
Doubling Plates under Sounding  
Pipes -

Coal Bunkers, Openings,  
Covers, etc. Efficient  
Oil Bunkers -  
Scuppers Efficient  
Cargo Hatchways Efficient  
Hatches Efficient  
Planking -  
Caulking -  
Treenails -  
Breasthooks & Stems -  
Transoms, Pointers & Crutches -  
Timbers of Frame at openings -  
" " at other places -  
Stringers, Clamps & Shelves -  
Salting (State if examined.)

ervations, Opinion as to Class, Recommendation, etc.:-

early 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  
us, for example:- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of  
or "to remain as classed and to have record of survey, 1,38, and the notations of ss. No. 1-38."

, so far as now seen, is in efficient condition & eligible in my opinion, to be continued

with fresh record of Dry Docking Survey 10.57 subject to following bottom shell plates

ow tempy. repaired) being dealt with as necessary by the next SS due at end Dec. 1957:-

A6, A7, B3, C3, C4, C5 & C9; & Stbd Side A5, A6, A7, B6, C4, C7 & C8; also ford shoe  
ter keel plates, etc.

29) Dkg £ 12 : 0 : 0  
ir Fee (if any) £ 5 : 0 : 0  
C-422 15 : 15 : 0  
chargeable) £ 1 : 5 : 6  
any) Stamp £ : 5 : 0

Fees applied for,  
25/10/ 19 57  
Received by me,  
19

Surveyor to Lloyd's Register of Shipping.

THURSDAY 12 DEC 1957

Delivered to (by 12.57) had signed

DS 10.57 Subject TS 10.57

003605-003610

Lloyd's Register  
Foundation



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butt at mid length (ford half of plate previously renewed); rivets at aft butt pulled & loosened & floor rivets in vicinity also started; plate deeply scored longitudinally, & rubbed badly; the ford part of plate set up & indented & also badly scored.

- (2) Plate PA5 scored & set up slightly at aft end inboard part. (2) To fire & fair in place.
- (3) Plate PA7 set up at ford end by butt, & corrugated over two-thirds of after part. (3) To renew plate PA7 for 12' X 4' X .375".
- (4) Plate PB3 badly set in at four areas at outboard upper parts. (4) To renew plate PB3 for 13' - 3' X 4' - 0" X .375".
- (5) Plate PC3 set in heavily at lower seam & between frames to maximum of some 2"; corrugated at lower landing over 5 spaces. (5) To renew plate PC3 for 13' - 3' X 4' X .375".
- (6) Plate PC4 rubbed & set up at bottom landing; ford lower part scored & rubbed badly. (6) To release fire, fair, & refast bottom landing for full length plate 11' - 8".

#### Keel Plating, Etc:

- (9) Ford shoe plate badly scored & set up, more heavily at Port Side, in way of Fore Peak Tank. (9) To remove, fair, & refasten & renew ford shoe plate for 11' X 3' - 3" X .375".  
(Note: In all probability this would require renewal on examination after removal).
- (10) Keel plate No 3 from aft & adjacent to PA7 garboard plate, badly scored fore & aft & set up moderately & rivets all rubbed badly. (10) To remove keel plate fire, fair, & refasten, for 11' X 3' - 3" X .375".
- (11) Keel plate No 2 from aft set up badly & fractured towards aft part. (11) To renew keel plate for 8' X 4' X .50".
- (12) Coffin plate scored badly at bottom & sides & set up moderately. (12) To renew coffin plate for 6' X 4' X .50".

#### STARBD. SIDE BOTTOM SHELL PLATING:

- (13) Plate SA5 set up at aft end outer part over area of 6' X 4'. (13) To release fire, fair, & refast plate SA5 (Size 16' X 4' - 2" X .375").
- (14) Plate SA6 badly set up towards aft end & at one area sharply; damage mostly at (14) To renew plate SA6 for 13' X 4' X .375".

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 Supplied.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Ridge															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

#### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size per rule.		Description.	Makers of Cables.	When and where Supplied.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
Iron Stream Chain or Steel Wire }											

outboard part; echo sounder aperture also set up.

- (15) Plate SA7 set in sharply by ford end about mid length; & corrugated at upper part. (15) To renew plate SA7 for 12' X 4' X .375".
- (17) Plate SB6 set up at inboard seam by SA5 plate. (17) To release, fire, fair, & in conjunction with plate (item No 13 above)
- (18) Plate SC4 indented & set up slightly at lower part by ford butt; & also towards aft end. (18) To fire & fair in place.
- (19) Plate SC5 set in & indented at mid length lower part over area of 3' X 2'. (19) To fire & fair in place.
- (21) Plate SC7 set in near ford end above bilge keel; also set in heavily by aft end in several spaces. (21) To renew plate SC7 for 13' X 4' X .375".

Plate SC8 set in heavily at two areas (22) To remove, fair & replace plate SC8 near aft butt. for 12' X 4' X .375".

Plate SC9 also set in at two areas (23) (a) To fire & fair in place both indents of plate SC9. moderately, at mid height are fore part; grid plate for sea inlet also buckled on this plate. (b) To renew sea suction grid plate.

Rudder: Plate scored at both sides (25) To lift for inspection of pintles & at lower part. gudgeon bushes at this time.

#### TEMPORARY REPAIRS TO BE DONE AT THIS TIME

#### RECOMMENDED

#### PORT SIDE BOTTOM SHELL PLATING

Plate A6 in garboard strake, to weld aft butt seam & stamp same for 18"; to EW some 20 rivets at aft butt & 10 scattered floor rivets ford of new butt.

Plate A7 to weld lower seam for 5 ft., & to EW some 50 scattered bottom rivets.

Plate B3, to EW 12 shell frame rivets.

Plate C3, to weld lower seam for 4 ft & to EW some 30 shell frame rivets.

#### STARBD. SIDE BOTTOM SHELL PLATING:—

Plate SA5 seam at after butt to caulk for 2 ft.

Plate SA6 to weld outboard seam for full length of 13 ft & stamp same; & to build up some 20 scattered bottom rivets.

Plate SA7 to weld top landing seam for 8 ft., & to build up 12 rivets with EW.

Plate SC4 to weld seam at ford end for some 12".

Plate SC7 to build up 2 rivets with EW at aft end & to weld seam for 12" above bilge keel.

Plate SC9 to remove, fair & repair, & replace sea inlet grid.

Plate C4 to weld & stamp bottom landing over length of 11' - 8"; & to build up with EW, some 12 shell frame rivets.

Keel plate No 2 from aft, to fair at fractured part, to vee out & build up with EW at fracture; & to fit doubling plate in way for some 3' X 2' X .375".

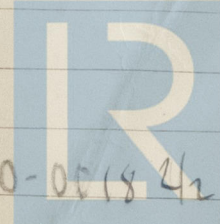
The above permanent & temporary repairs etc., recommended to be dealt with at time, viz items no 25 permanent & nos. 28 to 39 (temporary) were now efficiently dealt with.

It was also recommended that the following bottom shell plates (damaged & now temporarily repaired) be dealt with as necessary by the next SS due at the end of Dec.

P. Side A5, A6, A7, B3, C4, C5 & C9; S. side A5, A6, A7, B6, C4, C7 C7 & C8; ford shoe plate & 3 after keel plates, etc.

Interim Certificate "B" issued, copy attached.

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