

List of

Rpt. 8.

13 AUG 1931

(Received at London Office)

No. 138 H.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3.8.1931 when handed in at Local Office 1931 Port of BREMEN

No. in Survey held at CUXHAVEN BODENWERBER & BREMEN Date, First Survey 17th April 19 Last Survey 31st July 1931
Reg. Book on the Wood, Iron or Steel TWIN SC. SR. "GARDENGA"

TONNAGE — Built at DANZIG By whom J.W. KLAWITTER When 1905
GROSS 286.73 Owners MESSRS. PORT ST. JOHNS COASTERS PROPRIETARY LTD. Owners' Address (if not already recorded in Appendix to Register Book) see letter 1931
UNDER DEK. 231.52 Managers MESSRS. S.S. SHUTTLEWORTH, DURBAN Port belonging to PORT NATAL
NET 109.62

Surveyed Afloat or in Dry Dock? BOTH Name of Dock AMINIUS-WERFT ATLAS-WERKE Destined Voyage PORT NATAL

WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT tons

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned, actual.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1 with FREE BOARD.</u>	<u>7, 31.</u>	<u>L.M.C. 7, 31</u>
<u>FOR COASTING SERVICE BETWEEN LAURENCO-MARQUES AND PORT ELIZABETH.</u>		<u>T.S. SEEN 7, 31.</u>

Society's Freeboard (if assigned) as painted on Ship and now verified } 1 ft. 9 ins.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriatim 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. M. 25.7.31.)

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

Was a damage report made by anyone else? If so, by whom?

Certificate required!

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3 in anticipation of dam and repairs.

The vessel placed on slipway, the bottom dished, examined Red, stem, sternframe, rudder and outside plating, found all parts now repaired in good condition and the bottom rounded. The fore and after peak spaces and the holds, engine, boiler spaces and bunkers cleaned out, all cement removed, all parts freed from rust examined framing, plating, stowings, stringers and beams, bulkhead with stiffeners and found or placed all parts in good condition and new coated. The peak tanks opened out, examined inside all parts and found or placed in good order. The peak tanks now tested as required by the Rules and found tight. Red main, mid, found in good order. Hatchways, ventilators with their coverings and hatches examined, found all in good condition. Mast and rigging examined, found satisfactory. Anchors examined, found 2 Power, 1 Stream anchor and 167 fathoms $\frac{5}{8}$ " dia of Chainables in P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	YES	Dblg. Plates under Sounding Pipes	GOOD	Copper, or Y.M. of Wood Vessels	Year
Decks	State if Tanks now tested	YES	Engine Room Skylights	"	(State if on Felt)	Year
Caulking of Decks	Bulkheads	GOOD	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	<u>GOOD.</u>
Coamings	Ceiling	"	Scuppers	"	Boats	"
Beams & Fastenings	Cement or Asphalt (State which.)	"	Cargo Hatchways	"	Masts, Tackles &c.	"
Outside Plating	Rudder	"	Hatches	"	Condition, how ascertained	<u>EXAMINED.</u>
Breasthooks	Steering gear and its connections	GOOD	Planking of Wood Vessels	"	(State if redges removed)	<u>RIVETED.</u>
Transoms	Windlass	"	Caulking	ditto	Sails	<u>✓</u>
Frames	Have Pumps now been examined and found efficient?	YES	Tree-nails	ditto	Equipment letter	<u>✓</u>
Reverse Frames	Have Sluice Valves now been examined and found efficient?	<u>✓</u>	Breasthooks & Stemson	ditto	Anchors, No. of	<u>2 B. 1 STR.</u>
Longitudinals	Have Watertight Doors now been examined and found efficient?	<u>✓</u>	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	YES
Transverses	Have Ventilators and their Coamings been examined and found efficient?	YES	Timbers of Frame at openings	ditto	" length	<u>167 fms. size 1 5/8</u>
Floors			Ditto ditto at other places	ditto	" (on board)	<u>AS APPR. size</u>
Keelsons			Stringers, Clamps & Shelves	ditto	" Rule length	<u>AS APPR. size</u>
Stringers			Salting (State if examined)	ditto	Hawser & Warps	<u>COMPLETE & GOOD AS</u>
Inner Bottom Plating					Standing and Running Rigging	<u>APPROVED.</u>

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 ptND24, &c."

This vessel appears to be in a sound and efficient condition, eligible in our opinion to be classed 100 A1 with freeboard, for coasting service between Laurence Marques and Port Elizabeth, and to have record of survey 7, 31 and the notation of S.S. B.M.N. No 3-7, 31.

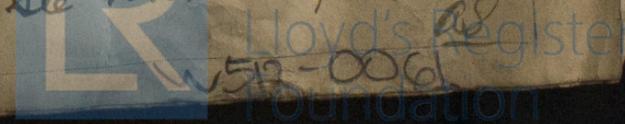
Survey Fee (per Section 29)	£ 10 : 0 : 0	Fees applied for, <u>28.7.1931</u>
Special Damage Repair Fee (if any) (per Sec. 29)	£ 4 : 4 : 0	Received by me, <u>6.8.1931</u>
Travelling Expenses (if chargeable)	<u>incl. in RPT. D3</u>	
Second Surveyor's Fee (if any)	£	

TUE. 1 SEP 1931

Committee's Minute
Character Assigned

Refer to G.C. Jly

Christopher Wilh. Meyer, T. Coering
Surveyor to Lloyd's Register of Shipping.
General Committee
Thursday 3rd September 1931
See First Entry Report



Is Certificate required? If so, to be sent to THE OWNERS.

Water Capacity
Tons, 16.9
37.0

Visits 17

PILLARS
" "
" "
" "
Centre Stiffen
Plating
STRINGS
Upper String
" "
" "
Thick in w
Thick in w
Thick
If She
Second String
" "
STRA
" "
FLAT PLAT
" "
BOTTOM P
of Strake
BILGE PLAT
Strakes
SIDE PLAT
Strakes
UPPER DE
strake i
UPPER D
strake i
STRAKE B
strake i
STRAKE B
strake i
POOP SIDE
BRIDGE S
FOREC'TL
" "
Total N
" "
" "
" "
COLLIS
AFTER
" "
STEEL

M.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.

in good order. The machinery examined found in good order. Steam Working gear, chains, rods, blocks, quadrant handgear, windlass, pumps, air and sounding pipes examined and found in order. General equipment examined and found satisfactory. Boats examined and found in good order. Foreboard verified and found correct. Repairs wear and tear now done: in boiler room 6 floors renewed, in port side bunker the side Redson with top angles renewed. On S.S. 24 frames fixed in place and reinforced by fitting flat iron straps to same. On S.S. in II and E strake a number of incidents in the plating fixed in place, the same on port side. 3 frames in the after part renewed. On port side 18 frames fixed in place and reinforced by flat iron straps fitted to same. Both side bunker longitudinal bulkheads two plates renewed and double lining plates fitted, four stiffeners each side renewed. Crossbulkhead on S.S. a doubling plate fitted. 4 number of rivets in hull renewed.

Note: The vessel was originally constructed as an ice breaker and the scantlings of the hull plating up to the level of the lead water line are very considerable in excess of those required by the Society's Rules for a vessel of the same dimensions. These platings are now carefully examined and found in good condition and not necessary in our opinion to be further drilled. A great number of drillings have been carried out on account of alteration and in these parts no signs of wastage could be observed.

Alteration: The vessel which was originally of the flush deck type has been altered as follows: a forecabin 19 feet long and 6 feet high has been fitted at the bow. The upper deck originally fitted of wood has been replaced by a complete steel deck, plating

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															
	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.

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 tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

of 6 to 9" thickness. 2 hatchways forward 5500x4500", after 3200x4500" with the remaining 800" height and with shipping beams and fore and afters have been fitted. Additional pillars supporting the deck have been fitted at each hatchway (series given in the RPT. 1.) Two watertight funnels have been fitted in the after hold. The alterations have been carried out in accordance to the plans approved by the Committee. The material and the workmanship is throughout satisfactory.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.