

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th July 1956 When handed in at Local Office 24 JUL 1956
 No. in Reg. Book 02814 Survey held at Belfast Date, First Survey 15th April 1956 Last Survey 20th July 1956
 Port of Belfast (No. of Visits 3)

on the Wood, Iron or Steel S.S. BALLYALTON
 TONNAGE: GROSS 266 Built at Ayr By whom Wm S. B. Co Ltd. YEAR 1925 MONTH 11
 UNDER DK . Owners John Kelly Owners' Address
 NET 102 Managers J. G. Christie Port belonging to Belfast

Surveyed Afloat or in Dry Dock? Both Name of Dock Blavendon Drydock Destined Voyage Troon
 Cell DBor DBa feet: uE&B feet: f feet }
 total capacity tons. FPT tons; APT tons; MT feet 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. 144324, Port Liv.

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.

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
B.S.* 5,55	M.B.S. 4,53.
S.S. 4,52	BL 5,55
	CL 4,55

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. Not required. Interim certificate issued. Society's Freeboard (if assigned) as painted on Ship and now verified 9" ins.

REPAIRS, OR EXAMINATION AS PER RULE FOR Docking & Damage stated to have been sustained by grounding whilst berthed at Horrocks' Ford wharf, Preston Dock on the 16th April 1956 in a damaged condition. (See Liverpool report 19th April 1956)
 Was a damage report made by anyone else? if so, by whom?

How done:— Vessel placed in drydock, the bottom & outside cleaned & examined. Decks, casings, coamings, hatchways & closing appliances, stern, gun bollards, held with ceiling removed & machinery spaces and general equipment examined and found in satisfactory condition for the intended voyage to Troon.

Annual Freeboard Survey carried out.

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

PRESENT CONDITION OF THE			
Decks <u>Good.</u>	Bulkheads <u>Good.</u>	Engine Room Skylights <u>Good.</u>	Copper, or Y.M. (State if on Felt.) <u>Good.</u>
Caulking of Decks <u>"</u>	Ceiling <u>Good.</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>Year</u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>"</u>	Boats <u>Good.</u>
Beams & Fastenings <u>"</u>	Rudder <u>Good.</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>Good.</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good.</u>	Condition, how ascertained <u>From deck.</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed.)
Frames <u>Good.</u>	Have pumps been examined and found efficient? <u>Yes.</u>	Planking <u>"</u>	Equipment letter <u>CT262 C13.</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>Yes.</u>	Caulking <u>"</u>	Anchors, No. of <u>2 x 1.</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>Yes.</u>	Treenails <u>"</u>	Cables (State if now ranged) <u>Yes.</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good.</u>	Breasthooks & Stemson <u>"</u>	" length (on bottom) <u>measured.</u>
Floors <u>Satisfactory.</u>	Air and Sounding Pipes <u>Good.</u>	Transoms, Pointers & Crutches <u>"</u>	" Rule length <u>measured.</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>Good.</u>	Timbers of Frame at openings <u>"</u>	Chain Locker <u>Good.</u>
Stringers <u>"</u>		" " at other places <u>"</u>	Hawsers & Warps <u>Good.</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>"</u>	Standing and Running Rigging <u>Good.</u>
Have the Tanks been examined internally? <u>Yes.</u>		Salting <u>"</u>	Sails <u>Good.</u>
Have the Tanks been tested? <u>Yes.</u>		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 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."

The vessel, as far as now seen, is in an efficient condition for the intended voyage and eligible in our opinion to remain as classed without fresh record of docking. In voyage in Belfast from Belfast to Troon where the vessel is to be broken up.

Survey Fee (per Section 23)	£	Fees applied for,	23-7-1956.
Special Damage or Repair Fee (if any) (per Section 23)	£ 15: 15: -	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute FRIDAY - 7 SEP 1956
 Character Assigned



Damage:- Bottom righted and found to be set up 14" between
 Live Peak BHD and after W.T. BHD (No. 40), the Damage is
 confined to the main hold. The following plates are effected.

Starboard side:-

No. 3, 4, 5 & 6 shell plates in 'A' strake.

No. 4, 5, 6 & 7 " " " " " B "

No. 4, 6 & 7 " " " " " C "

Port side:-

No. 3, 4, 5 & 6 shell plates in 'A' strake

No. 4 & 5 " " " " " B "

No. " " " " " "

Bar Keel in way.

Intervals:- Centre girder Jo 3 to 4, Side Keel, P.S. sides Jo 10 to 39
 Joos No. 3 to 39.

The temporary repairs effected at Liverpool was examined and
 found to continue efficient.

The vessel is sailing in ballast in Yoon where she
 is to be broken up.

Endowment:- Balance plates etc aboard No. 1 Hatch (P.S) & shell plates
 4, 5 & 6 (P.S) examined & found to continue efficient.

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.	lbs.			
	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.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
Iron Stream Chain or Steel Wire														

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN



This Co...
 While...
 executed, it...
 whatever to...
 entry in the...
 Committees

Art. B. 1—10m. 3.30.