

Rpt. 8.

(Received at London Office)

2 - APR 1954

No. 4541

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th Mar. 1954 When handed in at Local Office 1954

Port of ALEXANDRIA.

No. in
Reg. Book.

Survey held at ALEXANDRIA.

Date, First Survey 24th Jan '53 Last Survey 8th March 1954

(No. of Visits 49)

04544

on the ~~Woodstock~~ Steel Screw Steamer "BURICA"

TONNAGE :-

GROSS 854

UNDER DK 668

NET 477

Built at Kiel.

By whom Howaldtswerke

When 1922

MONTH

Owners Cia. Maritima Punta Burica SA.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Porto Limon

Laid Afloat or in Dry Dock?

Both

Name of Dock Alexandria Drydock.

Destined Voyage

Bor DBa feet; uE & B feet; f feet
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.

st Report, No. 5403 Port P.S.D

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

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.

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.)
BS	3,52	MBS	2,49
ssAlx	2,49	Blrs	9,51
A.S.	10,52	msp	1,49
		TS OG	2,49

Society's Freeboard (if assigned) as 1 ft. 2 ins. painted on Ship and now verified

Copy of reports attached.

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

AIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND SPECIAL SURVEY, FREEBOARD AND REPAIRS.

Damage stated to have been caused by

(1) s.s. "Pan Ocean" dragging her anchors on the 9th February, 1953 during winds of gale force and drifting down on starboard side of "Burica", striking heavily and fouling anchor cables, at Alexandria.

(2) s.s. "Pan Ocean" dragging her anchors during winds of gale force experienced on the 7th and 8th days of March, 1953, and contacting "Burica" heavily on starboard side at Alexandria.

(3) Collision with the steel cargo flat "Kandra" whilst lying at Garden Beach Anchorage at Calcutta on 28th May, 1953.

(4) Towage operations between 23rd and 27th December, 1952 and consequent collision PTO.

Summary of Damage Repairs :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	3	-	-	-	-	-	-	3 bulwark plates faired and refitted.
Removed and Faired or Repaired	5	3	-	-	-	-	-	5 lengths anchor cable renewed.
Faired or Repaired in place	6	2	-	-	-	-	-	

GENERAL CONDITION OF THE

Good	Bulkheads	Good
"	Ceiling	"
"	Cement or Asphalt	"
"	Rudder	Good
"	Steering gear and its connections	"
"	Windlass	"
"	Have pumps been examined and found efficient?	Yes
"	Have Sluice Valves been examined and found efficient?	-
"	Have Watertight Doors been examined and found efficient?	Yes
"	Have Ventilators and their Coamings been examined and found efficient?	Yes
"	Air and Sounding Pipes	Good
"	Donbling Plates under Sounding Pipes	"

Good	Engine Room Skylights	Good
"	Coal Bunkers, Openings, Covers, &c.	-
"	Oil Bunkers	Good
"	Scuppers	"
"	Cargo Hatchways	"
"	Hatches	"
"	Planking	"
"	Caulking	"
"	Treenails	"
"	Breasthooks & Stemson	"
"	Transoms, Pointers & Crutches	"
"	Timbers of Frame at openings	"
"	" at other places	"
"	Stringers, Clamps & Shelves	"
"	Sailing	"

Good	Copper, or Y.M.	(State if on Felt.)
"	When fitted, Month	Year
"	Boats	Good
"	Masts, Yards, &c.	"
"	Condition, how ascertained	examined.
"	Equipment letter	C 22
"	Anchors, No. of	3B IS
"	Cables (State if now ranged)	Yes
"	" length 180 mean diam. 1.5	(on board.)
"	" Rule length 210 size 1.6	
"	Chain Locker	good 16
"	Hawsers & Warps	sufficient
"	Standing and Running Rigging	efficient
"	Sails	-

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel as now seen,

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 as No. 1-38."

is in good and efficient condition and eligible in my opinion to remain as classed and to have the notation of s.s. Alex. 10,53 (Dr) and Docking 3,54, subject to spare Bower anchor and two lengths of Anchor chain cable being renewed at first opportunity.

Survey Fee (per Section 23)	Damage 287.000	Special Sur. -116.000	Fees applied for,
Special Damage or Repair Fee (if any)	Repairs: 65.000	Examination Cables. 15.000	16/3/ 1954
Travelling Expenses (if chargeable)	£ 22.000		Received by me,
Second Surveyor's Fee (if any)	£ 750		19

Committee's Minute

Character Assigned

Note Alex.

354 Alex. subject (with endorsement)
S.S. Alex. 10,53 (without repl. ch. (m))
S.N. 9,53 B/NS 12,53 sps 12,53 MBS 12,53

For C.R. MAPLESTONE & SELF,

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE

Fitted for oil fuel 12.53
F.P. above 150° F.

Transfer Ink. (MADE AND PRINTED IN THE U.K.)
(The Surveyors are requested not to write on or below the space for)

to Certificate required? If so, to be sent to

2-APR1954.

st. 9a.

Port of ALEXANDRIA.

Continuation of Report No. 4541

dated 24th March, 1954

on the

s.s. "BURICA"

with H.M.S. "Kenya"

- (5) grounding in Chittagong approaches on 28th September, 1952. and
- (6) s.s. "Ares" dragging her anchors during strong winds on the starboard side causing the port side of forecandle of "Ares" to contact starboard side bridge of "Burica" on 5th February, 1954 at Alexandria.

DAMAGE REPAIRS EFFECTED.

DAMAGE (1) Companion ladder. all woodwork and lower platform completely renewed, steelwork repaired or renewed as necessary.

Bulwark plating. forecandle well deck, starboard side: Plates Nos. 2, 3 and 4 from forward removed, faired and re-riveted.

Seven bulb angle bulwark stanchions removed, faired and re-riveted.

DAMAGE (2) Starboard side. main sheer strake, No. 3 plate from forward, removed, faired and refitted.

Port side after fairlead renewed.

Three back springs, each approx. 90 fathoms of 3" wire renewed.

Starboard D2 remove, fair and refit for damage, renewed for wastage.

" E5 and bottom edge of plate above, released, and faired in place.

" E6 faired in place.

" D1, D5 and D6 indented one frame space each, not dealt with at Owners request. Considered as blemishes, and it is recommended they be placed in Category B.

DAMAGE (3) Poop deck sheer strake. Aftermost port and starboard No. 1 plate cropped and part renewed. No. 2 starboard plate, standing portion above deck, heated and faired in place. Half round moulding bar in way renewed.

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.	Stationary.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
89679	15	1.5/16	31	46 1/2	15.0.6	13.1.0	15	1.6/16	Stud Link	Per Isai- Cradly Heath	
89680	15	"	"	"	13.2.11	"	"	"	"	ha Pres- 21.7.53) H.	
90232	15	"	"	"	13.3.3.	"	"	"	"	ton Ltd.) Phillips	
90233	15	"	"	"	13.3.19	"	"	"	"		
90334	15	"	"	"	14.2.23	"	"	"	"		27.8.53)

Two roller fair lead supports partly released, faired and renewed.

Four handrail stanchions renewed, two removed, repaired and refitted, guard rails renewed as necessary.

1st strake below poop deck sheer strake. Thwartship counter plate removed, doubling plate at mid length in way of local indentation cut off and dispensed with, plate faired as necessary and refitted in good condition.

2nd strake below poop deck sheer strake. Plating in way of above now heated and faired in place.

DAMAGE 4. Windlass. starboard gypsy built up by welding as required. No. 2 cargo winch, crankshaft heated and straightened. One crank disc renewed, one crank disc fitted with new crank pin. One piston and two rings renewed. Port side poop deck sheer strake. No. 1 plate from aft part released, heated and faired in place. No. 2 and 3 plates renewed. 3 cant frames removed, faired and refitted. 2 cant frames heated and faired in place.

Chain cables. Sixty fathoms of 1.5/16" diam. stud links cables renewed.

DAMAGE 5. Port side. Plate D6 approx. 10 feet at after end cropped, removed, faired and replaced, butt welded.

The following items, at the Owners request, have not been dealt with, they are considered as blemishes, and it is recommended they be placed in Category B:—

Plate A4 port side, slightly set up between floors.
" A7 " " indented in one frame space.

DAMAGE 6. Repairs effected.

Starboard side bridge. Bridge wing cabin side and after end renewed complete.

Two tongue and groove planks on fore side at outboard end renewed.

One thwartship wood beam renewed.

Two square glass windows in cabin renewed. Starboard side-light, carrier and fastenings renewed complete. Electric plug socket for sidelight renewed, and electric cable secured to new cabin side.

One awning stanchion straightened. Forward lifeboat davit removed, faired and replaced. Two handrail stanchions bent. Approx. 8 feet of outboard flange of bridge deck margin channel faired in place.

Flat tie plate faired in place. Bridge sheer plate, 1st plate from forward faired in place. 60 fathoms 3" wire rope renewed and three rope fenders renewed.

In addition to the above, a new 15 fathom length of 1.5/16" stud link anchor chain cable has now been placed on board as recommended by the Calcutta Surveyors, in Damage Report dated 10th September, 1952 on account of damage stated to have been caused through strong tide whilst weighing anchor at Garden Reach Anchorage, Calcutta on 31st August, 1952.

SPECIAL SURVEY.

Vessel placed in drydock. Bottom, shell and rudder (lifted) cleaned, and examined, and found or placed in good order and afterwards recoated. Shell plating drilled, drilling form attached.

Decks, holds, tween deck spaces, engine and boiler spaces, bunkers, chain locker, anchors and cables (two lengths below size, condemned), fore and after peak tanks internally, fore and after peak spaces, all double bottom tanks internally, plating under sidelights, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts and rigging, windlass, steering gear (chains annealed and tested), ventilators, pumps, watertight doors, equipment, freeboard and boats all examined. All double bottom tanks, fore and aft peak tanks tested to Rule Requirements.

(Vessel finally undocked on the 4th of March, 1954.)

Repairs effected. Rudder, all four gudgeon pins and bushes renewed.

Shell plating (Nos. from forward)

Main sheer strake. Nos. 6 and 7 plates, port and starboard, renewed.

"C" strake, port side, plate Nos. 2 and 3 renewed.

"D" " " starboard side, plate No. 2 renewed.

A large number of defective shell rivets renewed (approx. 1000).

Forepeak tank

Starboard side, one beam knee bracket renewed. Four tank top plates renewed.

Chain locker. Collision bulkhead part doubled at bottom. Port side plate renewed full length. Starboard side plate and centre division bulkhead, bottom cropped and part renewed, approx. 7'-0". Vertical stiffeners cropped and part renewed, approx. 10 feet. Bottom of locker cemented 8" deep.

No. 1 double bottom tank. Port side, 12 broken rivets in No. 4 floor from forward through frame renewed. Starboard side, No. 1 tank top plate in strake next to margin doubled all over.

No. 2 double bottom tank. (Nos. from forward)

Starboard side, floors:— No. 4 upper half doubled full length.

No. 11 outboard section renewed. No. 12 vertical stiffening angles 3 1/2" x 3 1/2" fitted on outboard section at mid length. Nos. 25 - 29 inclusive lower halves of outboard sections doubled.

Nos. 26 and 27 inboard sections lower halves doubled. Air pipe renewed. Bilge suction bend renewed. Margin plate, port side, forward 19 frame spaces doubled at upper half on knuckle. After three spaces doubled full depth of margin plate.

In stokehold, No. 2 double bottom tank top "A" strakes port and starboard sides, cropped and renewed, extending into forward cargo hold two frame spaces.

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of ALEXANDRIA.

Continuation of Report No. 4541

dated 24th March, 1954

on the

s.s. "BURICA"

No. 3 D.B. tanks.

Starboard side, six floors renewed throughout. Seven intercostal plates renewed.
 Port side, six floor renewed throughout, and seven intercostal plates renewed.
 Tank top plating entirely renewed.
 Port and starboard sides, margin plate cropped 10" below knuckle and knuckle renewed full length, butt welded and seam rivetted.

Engine Room D.B. tank (No. 4 D.B. Tank).

Starboard side, Nos. 1 and 2 floors, top halves cropped and part renewed.
 No. 3 floor, top half of inboard section doubled.
 Nos. 1 and 2 inboard intercostals renewed.
 Forward tank end entirely renewed.
 Tank top plate in strake adjacent to margin renewed back to good material.

Port side, Five floors renewed. 12 intercostal plates renewed. Forward tank end completely renewed.

Tank top port side. Tank top plate in strake adjacent to margin renewed throughout engine room to new butt in 2nd space abaft engine room after bulkhead. Adjacent inboard strake forward plate cropped and renewed from below boilers to new butt forward of HP column foot. After plate renewed from forward butt to 3rd space abaft Engine room after bulkhead.

No. 5 D.B. tank.

Port side Nos. 11 and 12 floors, inboard sections faired in place.

All air and sounding pipes renewed throughout.

No. 1 forward cargo hold.

Port side, bilge brackets, Nos. 3, 24, 27, 28, 30, 31, 32, 33, 35, 36, 37 and 41 all renewed.
 Starboard side bilge brackets, Nos. 3, 5, 7, 9, 11, 12, 13, 15, 24 and 29 all renewed.

No. 2 after cargo hold. Port bilge brackets, Nos. 7, 8, and 10 renewed.

Port bridge bunker space.

Nos. 1 and 2 deck stringer plates renewed. Inboard deck plate adjacent to trimming hatch doubler renewed. Casing plate coaming behind fresh water tank cropped and part renewed. Coaming plate of casing abreast trimming hatch cropped and part renewed. Inboard fore and aft side of trimming hatch coaming renewed. Nos. 5 and 6 from aft, angle stiffeners on engine room casing, renewed. Nos. 6, 8, 9, 10, 15, 16 shell and reverse frames renewed. Nos. 2 and 5 outboard beam knees renewed. Three beams in way of bridge space trimming hatch renewed. Upper horizontal plate of stokehold side casing renewed, lower No. 1 plate renewed, lower No. 2 plate cropped between 5/6 stiffeners and after end renewed. Seven vertical angle stiffeners renewed. After pocket coaming plate renewed. On after athwartship bunker bulkhead, all vertical angle stiffeners cropped and upper sections renewed.

Starboard bridge bunker space.

Four stiffeners renewed on fidley casing. Four cleats on coaming renewed. Deck doubling plate abreast large trimming hatch renewed. Deck plate of inboard of trimming hatch, cropped and part renewed from forward of hatch to after bulkhead. Stringer plate between bulkheads renewed. Nos. 2 and 4 shell frames, reverse bars fitted. Nos. 3 and 6 shell frames, cropped and part renewed.

Lower side bunkers, port. Forward stringer bracket plate renewed. Beam knee bracket plates Nos. 1, 3, 8 and 12 renewed. On frames Nos. 1 and 2 reverse bars completely renewed. On frames Nos. 3 and 4 reverse bars cropped and lower portion renewed. On frames Nos. 5, 6, 7, 8, 11 and 12 reverse bars cropped and upper portion renewed.

Lower side bunkers, starboard. Forward stringer bracket plate to bulkhead renewed.

Beam knee bracket plates. Nos. 2, 3, 6, 7, 8, 9, 14 and 15 renewed.
 Seven angle stiffeners renewed.
 Three deck beams in way of tween deck trimming hatch renewed.
 On frames Nos. 1 and 2 reverse bars cropped and lower portion renewed. On frames Nos. 3, 6, 14 and 15 reverse bars completely renewed, and No. 3 frame renewed. On frames Nos. 4, 7, 8, 9 and 13 reverse bars cropped and lower portions renewed.

On bridge deck.Starboard side.

No. 1 forward stringer plate doubled from abreast fore end of trimming hatch to after butt.
 No. 2 stringer plate doubled from flush bunker hatch to break of bridge. Deck plate inboard of trimming hatch cropped and renewed to fidley casing. Deck plating at after corner of saloon house doubled.
 Housing casing part renewed at corner of after end and in way of both door coamings.

Port side.

No. 2 deck stringer plate doubled full length. No. 3 deck stringer plate doubled 24" wide for full length. Deck inboard of trimming hatch doubled. Deck plating at after corner of saloon house doubled.

s.s. "BURICA"

Engine room, port side.

Shell rivets in upper seam of bilge strake for five frame spaces renewed.
 Shell frames and reverse bars on Nos. 1, 2 and 4 cropped and lower portion renewed.
 Stringer plate in way of above part renewed.

Engine room casing top.

Skylight port side, cropped and part renewed for full length, deck in way, narrow strip cropped and renewed, full length.

Masts and Rigging.

Steel wire stays and bottle screws on fore and main mast all renewed including shackles and pins. 26 lengths ballast pipe renewed.
 Other minor repairs effected.

OIL FUEL CONVERSION.

This vessel has now been converted to burn oil fuel in accordance with the approved plans and Secretary's letters.

Oil fuel is to be carried in Nos. 1, 2, 3 and 5 double bottom tanks, and two settling tanks constructed in way of the original side bunkers.

Double bottom tanks.

Centre keelson in No. 3 double bottom tank made tight by welding blanks over apertures.
 Cofferdams installed at fore end of No. 1, fore and aft ends of No. 4 and after end of No. 5 double bottom tanks; No. 1 is 2 frame spaces, at fore and after ends No. 4 one frame space, after end and No. 5 3 frame spaces (tunnel well).
 No. 3 double bottom tank is extended to frame 47 by taking three bays from No. 2 D.B. tanks, the tank end now being in line with the stokehold bulkhead.
 Manhole doors are fitted with oil resisting jointing and gutterways surrounding.
 Wood close ceiling fitted in way of square of hatches on thwartship battens.
 All D.B. tanks fitted with the necessary filling pipes, from settling tanks, suction lines, air and steaming out line for all tanks fitted. sounding pipes.
 Existing cement removed from tanks.
 Suctions fitted to cofferdams for pumping out if necessary.
 Bilge brackets aft of settling tanks port and starboard made tight forming oily bilge bays. All drains led to oily bilge.
 Heating coils installed around suction in all double bottom tanks except No. 4, which is for fresh water.

Settling tanks, port and starboard sides.

Existing side bunkers now converted to settling tanks, extending from frames No. 43 to 47 (four bays) and not from 37 as originally intended.
 All frames, bounding bulkhead plating and tank top plating renewed as necessary.
 Frames and beams bracketted as approved.
 A watertight manhole, with coaming, installed on each tank top for access with ladder.
 Heating coils and steaming out lines installed in each tank.
 Gutterways arranged along the boundary bulkheads.
 Forward side of end bulkhead, in No. 1 hold wood lined.
 Each tank fitted with filling, air and sounding pipes, cross connection pipes, discharge pipes, high and low suction, filling pipes from transfer pump, and drains to the oily bilges.
 Where required, valves can be operated from deck.
 All double bottom tanks, and settling tanks tested on completion and found satisfactory.