

REPORT of SURVEY for REPAIRS, &c.

NEWCASTLE-ON-TYNE

Date of writing Report 16 June 1933 When handed in at Local Office 16 June 1933 Port of North Shields

No. in Reg. Book 59860 Survey held at North Shields Date, First Survey 29 May Last Survey 3rd June 1933

on the Wood, Iron or Steel TWSC "CHRISTIAN HOLM" (No. of Visits 7)

TONNAGE - Built at Copenhagen By whom Akt Burmester & Wain When 1927 8

GROSS 9119 Owners Det Danske Petrol A/S Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 8441 Managers C F Holm Port belonging to Nyborg

NET 5605 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Smiths Dock Co Ltd Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT tons.

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, rudders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 8887 Port Lpm

Periodical Surveys, when held, must be reported in detail and scriptum 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and repairs after stated grounding at Philadelphia 2/5/33 and heavy weather in Nov '32 & March + 8th May 33

Now done:— The vessel placed in dry dock. Bottom and rudder cleaned examined and recoated, Rudder lifted Cables ranged. No damage due to stated grounding observed. Damage repairs etc (2) The riveting throughout cargo tanks and oil fuel bunkers hammer tested and a considerable number (about 1000) rivets in shell and about 900 internal rivets (scattered) renewed. Defective caulking on shell plating and bulkheads made good as

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

PRESENT CONDITION OF THE	CARGO SUMMER OIL BUNKERS	Other Items
State if Tanks have been examined inside <u>Yes</u>	State if Tanks now tested <u>Yes</u>	Dbing. Plates under Sounding Pipes <u>Good</u>
Bulkheads <u>Good</u>	Ceiling <u>Good</u>	Engine Room Skylights <u>Good</u>
Cement or Asphalt (State which.) <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Cargo Bunkers, Open'gs, Lids, &c. <u>Good</u>
Rudder <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>
Steering gear and its connections <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>
Windlass <u>Good</u>	Windlass <u>Good</u>	Hatches <u>Good</u>
Have Pumps now been examined and found efficient? <u>Yes</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Blanking of Wood Vessels <u>Good</u>
Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Caulking ditto <u>Good</u>
Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>Good</u>
Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>Good</u>
		Transoms, Pointers, & Crutches ditto <u>Good</u>
		Timbers of Frame at openings ditto <u>Good</u>
		Ditto Ditto at other places ditto <u>Good</u>
		Stringers, Clamps & Shells ditto <u>Good</u>
		Salting ditto <u>Good</u>
		(State if examined.)
		Copper, or Y.M. of Wood Vessels (State if on list) When put on, Month <u>Year</u>
		Boats <u>Good</u>
		Masts, Yards, &c. <u>Good</u>
		Condition, how ascertained <u>from deck</u> (State if scedges removed) <u>Yes</u>
		Sails <u>Good</u>
		Equipment letter <u>d</u>
		Anchors, No. of <u>3 B. 15</u>
		Cables (State if now ranged) <u>Yes</u>
		length <u>300</u> size <u>2 3/16</u>
		Rule length <u>300</u> size <u>2 3/16</u>
		Hawser & Warps <u>Good</u>
		Standing and Running Rigging <u>Good</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 is eligible, in my opinion, to remain as classed and to have record of survey 6-33.

Survey Fee (per Section 20) £ 4 : 4 : - Fees applied for, 17 JUN 1933 AMM
Special Damage or Repair Fee (if any) (per Sec. 20) £ 25 : 4 : -
Travelling Expenses (if chargeable) £ 4 : 4 : 0
Second Surveyor's Fee (if any) £ 4 : 4 : 0
Received by me, 125-4/- 31/5/33
Surveyor to Lloyd's Register of Shipping, J. G. Bowden

Committee's Minute FRI. 7 JUL 1933
Character Assigned 100A1
write 5.5.33 Carryng petrol. in bulk
Lloyd's Register Foundation

003625-003630-0137 1/2

CHRISTIAN ITOLM

Damage repairs ^{and} (2) :- as required.

The angles connecting the fore + aft bulkhead with the transverse bulkhead in the following main cargo tanks renewed for full length or in part of larger section as follows :-

One angle renewed full length in N° 1 tank star' side aft

" " " " " " N° 7 " port " "

" " " " in part " N° 3 " port " "

" " " " " " N° 5 " " + star' sides aft

" " " " " " N° 7 " port " fore + star' side aft.

Shell to bulkhead angles of larger section fitted in N° 7 tank fore + aft at the after bulkhead. as per sketch

Angle stiffeners (vertical) fitted to bulkhead web stiffeners at lower part in way of lightening holes in way of N° 2 port N° 8 port + N° 4 star' main cargo tanks.

Shell transverses in N° 2, 3, 4, 5, 6, 7, 8, 9 cargo tanks fitted with vertical stiffeners in way of lower lightening holes

A number of bulkhead horizontal stiffeners fitted at the ends with back bars.

Bulkhead plate N° 4 renewed (found fractured) in N° 3 tank star' side aft.

Steering engine seating stiffened by fitting double to deck and extending foundation bars and girders plates + fitting channel struts from deck beam to shell web

All Tanks (cargo + summer) the forward + after cofferdams and the oil bunkers and double bottom tanks in the engine room tested.

Pipes lines placed in good order and other minor items dealt with

Wear - tear repairs One galley deck plate renewed and other minor repairs effected

J.H.S.