

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 30th Jan 1953. When handed in at Local Office... 30/1 1953

Port of Southampton

No. in Survey held at Southampton Date, First Survey and Last Survey 30th Jan 1953

Reg. Book. on the Wood, Iron or Steel M.V. "BRAYWICK" ex River Ouse

(No. of Visits)

TONNAGE :-
GROSS 411.
UNDER DK 241.
NET 190.

Built at Hestle

By whom H. Scarr Ltd

When 1944

MONTH 12

Owners "Gina" S.S. Co Ltd

Owners' Address as recorded

Managers Burness Shipping Co Ltd

(If not already recorded in Appendix to Register Book)

Port belonging to LONDON.

Surveyed Afloat or in Dry Dock? Slip

Name of Dock White's Dock

Destined Voyage

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.

1st Report, No. 126309 Port LON.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete repairs should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the extent of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. On the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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?

S. OR EXAMINATION AS PER RULE, FOR Docking.

Now done the Vessel placed on Slip, the bottom & under cleaned, examined and found in an efficient condition but not coated.

Decks, Coamings, hatchways, hatches, ventilators, machinery space, steering gear and its connections & windlass generally examined and found in an efficient condition.

On Examination of Shell

The Port Side Sheerstrake plate abreast after end of No 1 Hatch was found to be inefficient and it was recommended that this plate be fairied at the next Special S.S.

P.T.O.

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
ed ...								
ed and Fairied or Repaired								
or Repaired in place								

CONDITION OF THE	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good
Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt)	Good
Stenings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Month	Year
ng	Good	Rudder	Good	Scuppers	Good	Boats	Good
In way of sidelights	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
mes	Good	Windlass	Good	Hatches	Good	Condition, how ascertained	Good
s	Good	Have pumps been examined and found efficient?	Good	Planking	Good	(State if wedges removed.)	Good
Plating	Good	Have Sluice Valves been examined and found efficient?	Good	Caulking	Good	Equipment letter	Good
unks been examined internally?	Good	Have Watertight Doors been examined and found efficient?	Good	Treenails	Good	Anchors, No. of	Good
unks been tested?	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	Good	Cables (State if now ranged)	Good
	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	Good	" length	Good
	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	Good	" Rule length	Good
	Good		Good	" at other places	Good	Chain Locker	Good
	Good		Good	Stringers, Clamps & Shelves	Good	Hawsers & Warps	Good
	Good		Good	Salting	Good	Standing and Running Rigging	Good
	Good		Good	State if examined.	Good	Sails	Good

al 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 his 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."

Vessel is eligible in my opinion to remain as now classed with fresh record of Survey of 1.53 effect to the Port Side Sheerstrake plate being fairied by the next S.S. and the rudder quagon stern frame stream line plate welding being overhauled as necessary by April 1953.

Survey Fee (per Section 29)	£	5	5	0	Fees applied for,
INTERIM CERT	£	5	5	0	31/1 1953.
Special Damage or Repair Fee (if any)	£	6	8		Received by me,
(per Sec. 29)	£	6	8		19
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any)	£				

Committee's Minute

Character Assigned

Sent Pky

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003980-003984-0059

M. V. "BRAYNICK"

The Rudder was examined and the Clearance in way of the bottom Judgion was found to be excessive
The Stem Frame Stream line heat electric welding requires overhauling and it was recommended that these repairs be effected before the end of April 1953

The Bow Plating was found to be slightly indented over a wide area Port & Star.
This does not in my opinion affect the seaworthiness of the vessel
and can be considered as a "B" Blemish.

The aforementioned recommendations are put to the Committee and in my opinion merit favorable consideration.

The Vessel has been purchased by the "Zinal" S.S. Co Ltd and is proceeding to Appleton for to be "Fitted for the Carrying & Pumping Sand"

Intermin. Certificate issued - Copy here with

Edw Hart

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

When Anchors or Cables are supplied, the parties

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																

If Patent, state name of Patentee.

It must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

If Stockless, state Mechanical Test.

Kedge

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

CHAIN CABLE

[illegible]