

Rpt. 8.

N/N "HOLDERNESS"

(Received at London Office)

30 NOV 1955

No. 84545

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22. 11. 55 When handed in at Local Office 23. 11. 55

Port of Glasgow
Date, First Survey 15th Aug. Last Survey 3rd Nov. 55.No. in
Reg. Book

Survey held at Irvine.

Date, First Survey

Last Survey 3rd Nov. 55.

11752

on the Wood, Iron or Steel 5/5 HOLDERNESS or GRANGETOFT.

TONNAGE :
GROSS 979
UNDER DK
NET 486

Built at Wyewhite

By whom Rennie, Ritchie & Newport S.S. Co. Ltd.

YEAR

MONTH

1950

12

Owners Holderness S.S. Co. Ltd.

Owners' Address

Port belonging to Hull

Surveyed Afloat or in Dry Dock? on Slipway Name of Dock Apr. Shire Dk.

Destined Voyage

LD 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.

Last Report, No. 112457 Port N.W.C.

Medical 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.

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 - not required.

Was a damage report made by anyone else? if so, by whom? None.

PAIRS, OR EXAMINATION AS PER RULE FOR DOCKING DAMAGE & SPECIAL SURVEY. OIL FUEL BUNKERS.

The cause of the damage was not stated.

Now done: The vessel placed on Slipway. The shell plating cleaned, examined & coated. Shell plating below sidelights examined. Shell plating drilled & ganged as required by Rule. Rudder lifting pulley etc. examined. The holds, tween decks, poop & foremast spaces, machinery spaces including below engine boilers examined. Tanks top ceiling, timbers & side casings removed thro' out. The double bottom tanks, seats & oil fuel bunkers, tested by water pressure & examined internally. Floors sealed & coated where necessary, all broken & loose cement made good. Linings & cables ranged, chain locker & fastenings examined. Masts (no bags), rigging (report attached) & general equipment examined. P.T.O.

MARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	4.							Thin bar put renewed.
Removed and Fair'd or Repaired	2.	5.						
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
ing of Decks	"	"	"	"	"	"	"	"
ings	"	"	"	"	"	"	"	"
s & Fastenings	"	"	"	"	"	"	"	"
de Plating	"	"	"	"	"	"	"	"
" in way of sidelights	"	"	"	"	"	"	"	"
es	"	"	"	"	"	"	"	"
se Frames	"	"	"	"	"	"	"	"
adinals	"	"	"	"	"	"	"	"
verses	"	"	"	"	"	"	"	"
s	"	"	"	"	"	"	"	"
ons	"	"	"	"	"	"	"	"
ers	"	"	"	"	"	"	"	"
Bottom Plating	"	"	"	"	"	"	"	"
the Tanks been examined internally?	Yes	"	"	"	"	"	"	"
the Tanks been tested?	Yes	"	"	"	"	"	"	"
Bulkheads	"	"	"	"	"	"	"	"
Ceiling	"	"	"	"	"	"	"	"
Cement or Asphalt	"	"	"	"	"	"	"	"
Rudder	"	"	"	"	"	"	"	"
Steering gear and its connections	"	"	"	"	"	"	"	"
Windlass	"	"	"	"	"	"	"	"
Have pumps been examined and found efficient?	Yes	"	"	"	"	"	"	"
Have Sluice Valves been examined and found efficient?	None	"	"	"	"	"	"	"
Have Watertight Doors been examined and found efficient?	None	"	"	"	"	"	"	"
Have Ventilators and their Coamings been examined and found efficient?	Yes	"	"	"	"	"	"	"
Air and Sounding Pipes	Good	"	"	"	"	"	"	"
Doubling Plates under Sounding Pipes	Good	"	"	"	"	"	"	"
Engine Room Skylights	"	"	"	"	"	"	"	"
Coal Bunkers, Openings, Covers, &c.	"	"	"	"	"	"	"	"
Oil Bunkers	"	"	"	"	"	"	"	"
Scuppers	"	"	"	"	"	"	"	"
Cargo Hatchways	"	"	"	"	"	"	"	"
Hatches	"	"	"	"	"	"	"	"
Planking	"	"	"	"	"	"	"	"
Caulking	"	"	"	"	"	"	"	"
Treenails	"	"	"	"	"	"	"	"
Breasthooks & Stemson	"	"	"	"	"	"	"	"
Transoms, Pointers & Crutches	"	"	"	"	"	"	"	"
Timbers of Frame at openings	"	"	"	"	"	"	"	"
" at other places	"	"	"	"	"	"	"	"
Stringers, Clamps & Shelves	"	"	"	"	"	"	"	"
Salting	"	"	"	"	"	"	"	"
State if examined	"	"	"	"	"	"	"	"
Copper, or Y.M.	"	"	"	"	"	"	"	"
(State if on Felt.)	"	"	"	"	"	"	"	"
When fitted, Month	"	"	"	"	"	"	"	"
Year	"	"	"	"	"	"	"	"
Boats	"	"	"	"	"	"	"	"
Masts, Yards, &c.	"	"	"	"	"	"	"	"
Condition, how ascertained	"	"	"	"	"	"	"	"
(State if wedges removed.)	"	"	"	"	"	"	"	"
Equipment letter	"	"	"	"	"	"	"	"
Anchors, No. of	"	"	"	"	"	"	"	"
Cables (State if now ranged)	"	"	"	"	"	"	"	"
" length 210. mean diamr. 1 1/16"	"	"	"	"	"	"	"	"
" Rule length 210. size 1 1/16"	"	"	"	"	"	"	"	"
Chain Locker	"	"	"	"	"	"	"	"
Hawsers & Warps	"	"	"	"	"	"	"	"
Standing and Running Rigging	"	"	"	"	"	"	"	"

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."

This vessel in my opinion is eligible to remain as classed and to have record of dry docking. 10.55. And notation of ss 1RV-11.55 (OR) with endorsement that the admitted shell plates F.N.2.3 (SS) and sheerstrake plates N.2.3 and N.3 in Shear below (SS) being dealt with at the owners convenience. (Fitted for oil fuel 11.55. FP. above 150°F).

Survey Fee (per Section 23)	£ 52 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)	(1) £ 5 : 5 : 0	19
	(2) £ 5 : 6 : 0	
Travelling Expenses (if chargeable)	£ 11 : 0 : 0	Received by me,
O.F. BUNKER CONVERSION		19
Second Survey Fee (if any)	£ 26 : 5 : 0	

Committee's Minute

Character Assigned 10.55. 1RV. without spl. cond. (with endorsement.)

55. 1RV. - 11.55. (OR.)

CERTIFICATE WRITTEN 10/12/55

Surveyor to Lloyd's Register of Shipping

11.55. 11.55. Subject
Fitted for oil 11.55. FP. above 150°F
5 p. 11.55.

To Certificate required? If so, to be sent to

005107-005117-0270 1/2

The access, casings, hatch coverings, covers, lampshades supports of fastenings, vent coverings & covers & all closing appliances, steering gear (chains), aux. steering gear, windlass hand pump, brlg. suction, air landing & discharge pipes striking plates lashed & tied where necessary.

The foreboards - pos. verified. - vessel undocked. 22nd Oct. 1955.

(Port Side) Poop on sheer stake plate N.T. from aft part removed faired & replaced, N.B. plate from aft part removed faired & replaced. 5. main frames removed faired & replaced. Poop deck stringer angle part released & removed. Repair work on completion satisfactory.

The fore peaks tank tested & remain satisfactory.

Upper deck. 4 deck plates & side force bolts renewed, deck plating in way of chain pipes pol. Coarped part renewed, deck plating between side front & No. 1 hatch renewed. 10 stringer plate. 1 deck plate abt. each No. 2 hatch

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														If Patent, state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

[illegible]

4 full beams + 4 Carlin beams pos. renewed

S.R.L. The fore peak bulkhead boundary angles at top now permanently repaired & it is recommended that this Subject be deleted from S.R.L. The main & sheer plates F.2 & 3. (SSP), Shear Shear plates N.2 & 3. & N.3 in Shear below (SSP) Specially Examined & Considered efficient, no repair carried out at this time.

The diesel engine constructed in accordance with the approved plans (Copy attached) - The materials & workmanship are good, tested by water to meet requirements satisfactory.