

9 NOV 1956

No. 134596

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 3.11.56. When handed in at Local Office 3.11.56 Port of Ipswich.  
No. in Survey held at Ipswich Date First Survey and Last Survey 3.11.56 19  
Reg. Book on the Wood, Iron or Steel S.S. "HOLDERNID" (No. of Visits one)

Built at Lekkerkerk By whom T.V. Duijendijk When 1918  
Owners Roberts & Cooper (Hull) Ltd. Owners' Address  
Managers Thos. B. Kettlewell & Sons Ltd. Port belonging to Hull

d Afloat or in Dry Dock? afloat Name of Dock Cliff Quay Destined Voyage  
or 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.

3. All alterations in the existing records should be underlined.

Report, No. 62372 Port Hull

Surveys, when held, must be reported in detail and verbatim 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 subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the removal 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.

Where 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.

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

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE FOR Heavy Weather Damage.

This ship was visited afloat at Cliff Quay Ipswich, in part loaded condition in order to examine and report upon damage to cargo, stated to have been sustained during heavy weather experienced between 30.10.56 and 1.11.56 whilst on passage from Middlesbrough towards Ipswich, with full cargo of sulphate of ammonia. For full particulars see Log Books.

How Done. Examination of No. 2 hold with the vessel/part loaded condition revealed a small quantity of damp cargo at the after end of the hold. At the forward end of No. 2 hold on the port side, in the same frame space as the wooden bulkhead at the forward end of the hold the strake below main sheer was found to be holed, and temporary repairs had been carried out by the Ship's Staff, with a cement box fitted in way of the defective shell plate.

This temporary repair is considered efficient and the vessel fit to proceed to the River Tees in ballast condition, where it is recommended that permanent repairs be carried out. Middlesbrough Surveyors have been advised.

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

## SENT CONDITION OF THE

Working of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Paintings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Stems & Fastenings	Cement or Asphalt	Oil Bunkers	Boats
Side Plating	Rudder	Scuppers	Masts, Yards, &c.
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Frames	Windlass	Hatches	Equipment letter
Reverse Frames	Have pumps been examined and found efficient? TO ABOVE.	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) length mean diamr. (on board.) Rule length size
Transverses	Have Watertight Doors been examined and found efficient?	Treenails	Chain Locker
Ports	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Hawsers & Warps
Belsons	Air and Sounding Pipes	Transoms, Pointers & Crutches	Standing and Running Rigging
Fingers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Sails
Inner Bottom Plating		" " at other places	
Have the Tanks been examined internally?		Stringers, Clamps & Shelves	
Have the Tanks been tested?		Salting State if examined	

## General Observations, Opinion as to Class, Recommendation, &amp;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 ship as now seen is in efficient condition and eligible in my opinion to remain as at present classed in the Register Book, subject to permanent repairs being carried out on arrival in the River Tees, to defective shell plate, port side No. 2 hold.

Survey Fee (per Section 23)	£ 5 : 5 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Section 23)	£ 5 : 5 : 0	Received by me,
Travelling Expenses (if chargeable)	£ : 5 : 0	19
Second Surveyor's Fee (if any)	£ : : :	

Committee's Minute

Character Assigned

THURSDAY 22 NOV 1956

As shown, Subject  
(with Indent.)

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005118-005131-0029

DTHH