

DISCLOSED  
SECTION  
No. 590

BRITISH CORPORATION.

DISCLOSED  
SECTION  
No. 590

23 JAN 1954

No. 58623

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st. Jan. 1954. When handed in at Local Office 22 Jan 1954. Port of CARDIFF.  
No. in Reg. Book 12662 Survey held at CARDIFF. Date, First Survey Oct. 11th. 53 Last Survey Oct. 21st. 1953.  
(No. of Visits 5)

on the HELENIC CHRYSSOULA s.s. "HELENIC CHRYSSOULA"  
TONNAGE: — Built at Sunderland By whom J. Crown & Sons, Ltd. When 1910 MONTH 3.  
GROSS 1484 Owners Cia Atalaya de Nav. General, Ltda. Owners' Address —  
UNDER DK 1079 Managers — (If not already recorded in Appendix to Register Book).  
NET 817 Port belonging to Panama.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock East 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.

Last Report, No. 15420 Port Bel.

Periodical Surveys, when held, must be reported in detail and variation 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. CLASS 14/10/53 to 16/10/53.

In 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. —

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Commencement of Special Survey.

Now done: — Examined holds, decks, casings, hatchways and ventilators and the following recommendations made: —

Decks. Main deck forward.

Plating to be renewed between fore end No. 1 hatch and forecastle front.  
Main deck under forecastle head hammer tested and appeared to be thin. To be further examined when vessel drydocked.

Raised Winch Deck between Nos. 1 & 2 hatches, plating to be renewed and beams under to be faired.

Raised deck at after end No. 2 hatch, plating to be renewed.

Nos. 1 & 2 hatch coamings to be renewed in their entirety.

(Contd)...

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

## PRESENT CONDITION OF THE

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

## 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 is eligible in my opinion to remain as now classed with fresh record of survey, when survey and recommended repairs have been completed. Vessel laid up meanwhile.

Survey Fee (per Section 23) <u>1/2 S.S. Fee</u> £ <u>15</u> : <u>15</u> : <u>0</u>	Fees applied for, <u>22 Jan. 1954.</u>
Special Damage or Repair Fee (if any) (per Sec. 23) £ : : <u>—</u>	Received by me, <u>—</u>
Travelling Expenses (if chargeable) £ : : <u>—</u>	<u>19</u>
Second Surveyor's Fee (if any) £ : : <u>—</u>	

Committee's Minute

Character Assigned

TUESDAY 2 - FEB 1954

Thos Bn Black Pine  
put Owners reaction  
to Com in Friday

Surveyor to Lloyd's Register of Shipping  
FRIDAY - 5 FEB 1954  
Lloyd's Register of Shipping  
with Black Pine  
Wreckage

008386-008392-0037 1/3



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 9a.

Port of CARDIFF. Continuation of Report No. 58623 dated 21<sup>st</sup> Jan. 1954 on the

s.s. "HELLENIC CHRYSSOULA".

**Note:—** Main deck forward on port and starboard sides already doubled. To renew coamings it will be necessary to remove doublings and consequently main deck forward will have to be renewed.

Bridge port coaming plate on port side to renew.

No. 4 bulwark plate port side to renew.

**After Deck. (Raised Quarter Deck) .**

Raised winch deck between Nos. 3 & 4 hatchways, plating to renew and beams under to fair.

Nos. 1, 4 & 5 deck plates on port and starboard sides to renew.

No. 7 plate, port side aft (under quadrant) to renew.

**Nos. 3 & 4 hatches.**

Horizontal stiffener to renew on port and starboard sides.

No. 4 hatch coaming on port side to renew.

**Note:—** Nos. 3 deck plate in way of foregoing, already doubled, and to renew coaming plate it will be necessary to renew No. 3 plate (deck)

**No. 1 Hold**

Collision bulkhead already fitted with various doublers.

Lower portion of 7 vertical stiffeners to renew.

Lower stringer panting bracket, port and starboard sides, to renew with all attachments. Panting beam to renew.

Upper panting stringer brackets, port and starboard sides to renew.

Upper and lower shell stringers port and starboard sides, rust bound rivets to renew.

**Starboard Side. (Count from aft).**

Nos. 1, 3, 5 & 7 shell frames to renew.

3 deep knee brackets (Nos. 1, 4 & 7 frames) to rivet.

**Port Side.**

Deep beam knee brackets (No. 1 frame) to renew, Nos. 4, 7 & 10 to rivet.

Tank top plating (heavily indented) to be dealt with in dry dock.

**No. 2 hold.**

Upper and lower stringers on port and starboard sides, rust bound rivets to renew.

Corner brackets (shell to after bulkhead) port and starboard sides to renew.

**No. 2a Hold (formerly bunker).**

Shell frames (count from aft.)

**Starboard Side.**

Nos. 3, 4, 5 & 6 to crop and part renew (lower portion).

No. 7 frame to renew.

**Port Side.**

Nos. 1 & 2 frames to renew.

Nos. 3, 4, 5, 6 & 7 frames to renew lower portion.

**Forward bulkhead.**

10 vertical stiffeners to crop and renew lower portion.



TUESDAY 16th MARCH 1954  
 In missing  
 app. as  
 included ship

Write to  
 R. E. P. (copy)

10 vertical stiffeners to crop and renew lower portion.  
 Forward bulkhead.  
 Nos. 3, 4, 5, 6 & 7 frames to renew lower portion.  
 Nos. 1 & 2 frames to renew.  
 Port side.  
 No. 7 frame to renew.  
 Nos. 3, 4, 5 & 6 to crop and part renew (lower portion).  
 Starboard side.  
 Shell frames (count from aft).  
 No. 24 (old) formerly number 1.  
 Gutter brackets (shell to after bulkhead) port and starboard sides to renew.  
 Upper and lower stringers on port and starboard sides, rust bound rivets to renew.  
 No. 2 hold.  
 Tank top plating (heavily indented) to be dealt with in dry dock.  
 Deep beam knee brackets (No. 1 frame) to renew, Nos. 4, 5 & 10 to rivet.  
 Port side.  
 3 deep beam brackets (Nos. 1, 4 & 7 frames) to rivet.  
 Nos. 1, 2, 3, 4, 5 & 7 shell frames to renew.  
 Starboard side. (Count from aft).  
 to renew.  
 Upper and lower shell stringers port and starboard sides, rust bound rivets to renew.  
 Upper painting stringer brackets, port and starboard sides to renew.  
 Lower stringer painting bracket, port and starboard sides, to renew with all attachments. Painting beam to renew.  
 Lower portion of 7 vertical stiffeners to renew.  
 Collision bulkhead already fitted with various doublers.  
 No. 1 hold.  
 Plate it will be necessary to renew No. 3 plate (deck).  
 No. 3 deck plate in way of forepeaking, already doubled, and to renew coaming.  
 No. 4 hatch coaming on port side to renew.  
 Horizontal stiffener to renew on port and starboard sides.  
 Nos. 3 & 4 hatches.  
 No. 7 plate, port side aft (under quadrant) to renew.  
 Nos. 1, 2 & 3 deck plates on port and starboard sides to renew.  
 Under to tank.  
 Raised winch deck between Nos. 3 & 4 hatches, plating to renew and beams.  
 After Deck. (Raised Quarter Deck).  
 No. 4 bulkhead plate port side to renew.  
 Bridge port coaming plate on port side to renew.  
 forward will have to be renewed.  
 coaming it will be necessary to remove doubling and consequently main deck  
 Main deck forward on port and starboard sides already doubled. To renew  
 "HELLENIC CHRYSSOULA". s.s.

s.s. "HELLENIC CHRYSSOULA".  
 Panting bracket at forward bulkhead and stringer to renew with all attachments (port side).  
 After Bulkhead.  
 Port and starboard side wing plates to renew from tank top to deck.  
 Deck beams at forward end of boiler room recess to renew.  
 R.Q.D. scarp plate, port side, to renew.  
 Starboard deck girder face angles and brackets to renew.  
 No. 3 Hold. Forward Bulkhead.  
 Wing plate port side to renew.  
 Lower stringer panting bracket and rust bound rivets in stringer to renew, port side.  
 Lower stringer panting bracket, and stringer to renew, starboard side.  
 Rust bound rivets on port and starboard upper stringer to renew.  
 20 shell frames, deck beams, beam knees and bilge brackets on port side to renew.  
 Tank margin plate to renew for full length.  
 18 shell frames, deck beams, beam knees and bilge brackets to renew, starboard side.  
 Tank margin plate to renew for full length.  
 Thrust recess top plates to renew.  
 No. 4 Hold.  
 12 shell frames and after bulkhead shell angle, beam knees and bilge brackets to renew, port side.  
 16 shell frames, beam knees and bilge brackets to renew, starboard side.  
 After section of middle stringer and attachments to renew and rust bound rivets in all stringers to renew.

To complete survey:-  
 Vessel to dry dock, shell to drill test and rudder to lift. Superstructure, peaks, engine and boiler room spaces, pipe casings, all cement chocks at vessel's sides to remove for examination of structure in way. Plating in way of openings, all tanks to examine internally and test to Rule requirements. Cables, chain locker, anchors, boats, masts, rigging and general equipment, pumps, watertight doors, air and sounding pipes, windlass, steering gear (main and auxiliary) and connections and spares to examine.  
 Renewal Freeboard Survey to carry out.

also Repairs as recommended per report

Spr.  
 R. E. P.

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