

DISCLOSED SECTION

BRITISH CORPORATION.

DISCLOSED SECTION

23 JAN 1954

No 58623

No 590

# 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 Survey held at CARDIFF. Date, First Survey Oct. 11th. 53. Last Survey Oct. 21st. 1953.

12662 on the ~~Steel~~ s.s. "HELLENIC CHRYSOULA"

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. Port belonging to Panama.

NET 817

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

Cell DBor DBa 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 feet tons. } CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

BS MBS 6,48  
3,51 Dub. Blrs. 7,52  
ss. Ams. -6,48 msp. 4,48  
A.S. 3,51. TS. CL. 5,50.  
B. made 40  
Fitted for oil fuel

Only alterations in the existing records of tanks should be inserted. N.B.—Al. alterations in the existing records should be underlined. Last Report, No. 15420. Port Bel.

Periodical Surveys, when held, must be reported in detail and *seriatim* 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 (S) 14/10/53 - 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 fore-castle front.

Main deck under fore-castle head hammer tested and appeared to be thin. To be further examined when vessel dry-docked.

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

Dacks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	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?	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Transverses	Have Wainwright Doors been examined and found efficient?	Treenails	length mean diamr. (on board.)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Rule length size
Keelsons	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Stringers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Inner Bottom Plating		" " at other places	Standing and Running Rigging
Have the Tanks been examined internally?		Stringers, Clamps & Shelves	Sails
Have the Tanks been tested?		Salting (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) 1/2 S.S. Fee £ 15 : 15 : . Fees applied for, 22 Jan. 1954

Special Damage or Repair Fee (if any) (per Sec. 23) £ : : Received by me, 19

Travelling Expenses (if chargeable) £ : : Second Surveyor's Fee (if any) £ : :

Committee's Minute TUESDAY 2 - FEB 1954

Character Assigned

Wrote over (SPL) put owners reaction to Com in Friday

Surveyor to Lloyd's Register of Shipping

Lloyd's Register of Shipping

Foundation

008386-008392-0037 1/3

s.s. "HELLENIC CHRYSOULA".

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:- No.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.

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.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

GENERAL COMMITTEE Thursday 14th March 1954. Classing Committee's decision confirmed.



008386-008392-0037 2/3

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 record per rpt

Signature: S.P.R. [Handwritten Signature]



008386-008392-0037 3/3

s.s. "HELLENIC CHRYSSOULA".

Main deck forward on port and starboard sides already doubled. To renew coaming 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 wing deck between Nos. 3 & 4 hatchways, plating to renew and beams under to renew.

No. 1, 2 & 3 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.

No. 3 deck plate in way of forecoaming, already doubled, and to renew coaming plate it will be necessary to renew No. 3 plate (deck).

No. 3 deck plate in way of forecoaming, 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 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, 2, 3 & 4 shell frames to renew.

3 deep knee brackets (Nos. 1, 2 & 3 frames) to renew.

Port side.

Deep beam knee brackets (No. 1 frame) to renew, Nos. 2, 3 & 4 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. 2, 3, 4 & 5 to crop and part renew (lower portion).

Port side.

No. 7 frame to renew.

No. 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 mission  
app. as  
included ship

Write up  
- eff copy  
R.M.S.