

Rpt. 8.

(Received at London Office)

No.

16384^a

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26-8-1947

When handed in at Local Office 19

Port of Amsterdam

No. in
Reg. Book.

Survey held at Amsterdam

Date, First Survey 21-5-1947

Last Survey 13-8-

1947

86543 on the Wood, Iron or Steel

CHRYSSOULA

(No. of Visits)

EX "BONDICAR"

TONNAGE :-

GROSS 1441

UNDER DK 1079

NET 804

Built at Sunderland

By whom J. Crown & Sons, Ltd

When 1947

MONTH.

Owners Cia Malaya de Nav General

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers China Hellenic Lines Ltd

Port belonging to Panama

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

Cell D Bor 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.

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

Report, No. 104485. Port Inve.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys 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 wear; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form, so the dates and initials of any letters respecting this case. H-5/6/47, 7/7/47, 5-22/8/47

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

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

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

S, OR EXAMINATION AS PER RULE, FOR

Part Spec Survey (afloat)

Vessel was towed from Newcastle-on-Tyne to Holland and arrived at Haarlem on 18th of May 1947, where she will be repaired and modified by Messrs. Oland-Nautic, Scheepwerf en Machinefabriek, N.V.

attended on board on the 21st of May 1947 at the request of the Superintendent Mr. Charades. It was then stated that it was the Owners' intention to submit this vessel for Special Survey, to convert her from coal firing into oil burning, to fit a new boiler and further to carry out modifications to the present superstructures and accommodations. On this occasion it was discussed and agreed upon by the Superintendent and the Captain (the latter being part Owner) that extensive cleaning and scaling was required before the actual survey could be commenced with P.T.O.

| OF DAMAGE REPAIRS :- | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items :- |
|----------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|----------------|
| red ... | | | | | | | | |
| red and Fair'd or Repaired | | | | | | | | |
| or Repaired in place | | | | | | | | |

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

1 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 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 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Report made for the information of the Committee.

Survey Fee (per Section 29)

Part Spec. Surv. fl. 350.-

Fees applied for,

Special Damage or Repair Fee (if any)

19.0- 19.47

Travelling Expenses (if chargeable)

incl. Vlogs fl. 72.7

Received by me,

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Write Over

v. de Weel

am

FRI. 5 SEP 1947

Expunge class

with black line

P.

Lloyd's Register

Foundation

008386-008392-0070

General Committee
Thursday, 11th September 1947
Classing Committee
Decision confirmed

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

and measures were taken by them for this purpose.

A general survey showed that the vessel already had been under repairs, a certain amount of repairs completed and the remainder repairs taken off, temporary measures had been taken to safeguard the vessel's towing to Holland under these conditions.

The windlass was found not fitted on the repaired fore deck, the steering gear out of working order, on the R.P. deck were bolted 10 + fitted to cover openings by uncompleted deck repairs.

On subsequent visits the following parts of the hull have been examined (the vessel still lying afloat):

(The vessel still lying afloat):
Shell plating above the light W.L. (drilled), Decks, H.W's., Vents,
air pipes, casings, superstructures, F.P. tank (internally) and spaces
above same, Chain locker, holds (fwd. and aft); Eng. & Boiler room
bunks and all D.B. tanks (internally).

Scalping had been effected to the shell plating, frames, etc. in the fore holds, bunker and boiler room, except tank tops and bilges. Scaling to the internal structure of the E. & B. R. D. B. tanks was in progress and similar scaling had been rec'd for the internals of the other D. B. tanks. The spare parts of the steering gear were found not available and it has been rec'd to place this in order.

At the time of the Survey no ceiling was found in the holds.

The following repairs have been recommended:

3 Shellplating (above the Light W.L.) plates counted from aft.

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. | | | |
| | 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.

[illegible]

S.B. Side: Doubler on D₁; to renew: D₁₅; E₂-5-6 & 10; G₁₂ & 13; J₈.
P. Side: Doubler on D₁; to renew: D₁₅; E₂-5-6-7-8-13; F₃-4; 9-9;
H₁₀-12; J₅; part K₁₂.

Fwd. Well Deck: Done B. plate to be fitted on deck plate fwd of N^o I HW.
HW coamings of N^o I & II HW's part to renew, mainly long & coamings.

F.P. tank: Top of tank, some double plate, to be fitted, 5 lb. & 1 lb. each, one
rev. frame to be fitted to wasted frame.

(Please see further the "Contin. Sheet")

Rpt. 8a.

Port of

1st Continuation of Report No. 16384^a dated 26-8-1947

on the

S.S. "CHRYSSOULA" (EX "BONDICAR")

N^o I Hold: Side frames wasted and buckled, rec^d. to renew all side frames on S.B. and P. Side (frames in N^o II Hold recently renewed) or as equivalent repair reverse bars to be fitted over full depth of the framing profile with attachment of these reverse bars to the shell plates by intermittent E.W.

No 1 & 2 Holds: (few). Margin plates of D.B tanks to be further cleaned for ex. of margin plate angles to bilge brackets. A number of these angles are cracked in their necks and badly wasted at their top rivets to the margin plate, margin plates wasted at several places in way of knuckle, rec'd. to replace approx. 60 angles by \perp bars, flange to margin plate to be extended over the knuckle of the margin plates.

Collision End: part to renew, approx. 6 plates, viz in way of chain locker and at wings, S/B side boundary shell bar part to renew.

N^o 1 & 2 D.B. tanks. Tank top plating rather much indented between the floors. On the inner side are length stiffening legs (inter costals) fitted, 3 rows each side. Most of these legs are badly wasted and the end rivets in these legs are defective, rec^d. to renew these legs. Rec^d. scaling of both D.B. tanks and recoating of N^o 1 D.B. tank (intended to carry ballast water).

After W.T. Ind N° II Hold: (B.R. Ind). Lowerstrake of Pld' plating part to remove.
Engine and Boilerroom: Tank top plating in way of boiler (boilers were

removed) part to renew, total 4 plates. Further advised Currier
superintendent to remove for access 2 tank top plates in Eng. Room to
facilitate required scaling in the N^o 3 D.B tank and subsequent further
examination of the internals. A preliminary ex. showed that a number
of floors and intercostal side keelsons required to be dealt with on account
of wastage around the man holes and to their top angles, new floors
were stated to be fitted under the new position of the boiler bearers.
The W. T. end floor betw. the N^o 3 & 4 D.B tanks was found stripped out
and was rec'd. to renew. The longth interc. top legs were found in a
similar bad state as reported under N^o 1 & 2 D.B tanks and have been
rec'd. to renew.

The side frames in the E & B Room were found wasted at some places, mainly at lower ends, rec'd to crop and part renew lower ends of total 12 frames. Side stringer on P.S. rec'd part to renew.

W. T. Rd. aft on P. Side in E.R., plating to renew.
 " " " on S.B. side " " one plate part to renew.

Please see further the 2nd Contin. Sheet

S.S. "CHRYSSOULA" (EX "BONDICAR")

full depth of the framing profile with attachment of these rev. frames to the shell plates by intermittent C.W.; alternative repairs; renewal of the frames in question, viz. from the upper sidestringer to below. Sidestringers part to renew.

Eng. Room tunnel recess sideplating on S.B. & P.S. part to renew.

A.P. tank bulk head, S.B. & P.S. wing plates and part of boundary shell angle to renew.

Tunnel after recess, 2 plates to renew.

D.B. tank N^o IV, (aft).

Found internally very rusty, required extensive scaling for further ex. A preliminary examination showed that several floors and intercostal side keelsons required repairs and a number of floors (spec. in way of E.R. tunnel recess) were found buckled, due either to bottom damage or to the indented tank top plating.

The longtl. interc. stiffening legs to the inner side of the tank top showed similar defects as reported for the fwd. D.B. tanks and have been rec^{d.} to renew.

In this stage of the survey the Owners' superintendent and the captain stated that they regarded the recommended repairs as too excessive. Subsequent consultation of Mr. Kuyl and later of Mr. J. de Weert failed to bring the Owners' representatives to another point of view. On the 13th of May 1947 we were officially informed that the Owners had decided to shift the vessel's class to B.C.

W. Kuyl C.H. Meuwinkel