

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 30-6-1952 When handed in at Local Office 19 Port of DUNEDIN, N.Z.

No. in Reg. Book 1317 Survey held at Port Chalmers & Dunedin Date, First Survey 27th February Last Survey 24th June 1952 (No. of Visits 112)

on the Wood, Iron or Steel M.V. "HOLMDATE" Built at Dublin By whom Dublin Shipbuilders Ltd. When 1921 12

TONNAGE:- GROSS 679 Owners Dunedin Wanganui Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK 455 Managers Holm & Co. Ltd. Port belonging to Dunedin, N.Z.

NET 334 Surveyed Afloat or in Dry Dock? both Name of Dock Port Chalmers Destined Voyage Coastal

BorDBa feet; uE&B feet; f feet Capacity tons; FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

B.—All Alterations in the existing records should be underlined. Report, No. 3082 Port Ddn

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 10,50	+NE37 +IMC11,49 DBS 10,50 11,81
Reclassified 11,49	+NDBmade 34 refitted 37
ssWln.-11,49(Dr)	Tail Shaft 5,49 10,51

cal Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to late the Surveys should be summarised. State clearly the cause of repairs, if any, and, in detail, the nature and of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) d be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be arised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars d be clearly stated in the space provided on th back of this form. State also the dates and initials of any letters ating this case).

ge cases where the Surveyor has not made a special damage report he is required to state whether he offered ervices for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 3 1/2 ins.

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

OR EXAMINATION AS PER RULE, FOR BOTTOM DAMAGE AND PERMANENT REPAIRS, SPECIAL SURVEY AND RENEWAL LINE SURVEY: Bottom Damage Survey: At the Request of Messrs. Brodrick & Chalmer, Lloyd's s, Dunedin, and with the Consent of the Owner's Representative, Captain Holm, Attended vessel 27th February 1952 to 24th June 1952 to survey for Bottom Damage on account of Grounding off oad Heads, Entrance to Otago Harbour, Dunedin on the 23rd February 1952, and subsequently to ne for Permanent Repairs, and for SPECIAL SURVEY and RENEWAL LOAD LINE SURVEY.

GE SURVEY & PERMANENT REPAIRS: For Full Particulars, Please see Damage Report on Rpt.10 ched and Blueprint No.2403 attached giving details of Damage Repairs. Examination: Found l Strake: From between Frames 43/44 in way of After end of No.2 D.B. Tank to extreme forward between frames 92/93, generally buckled and set up, shell rivets in way of Port and Starbd. and internal frame and intercostal angles, loose and started, seams sprung and leaking freely

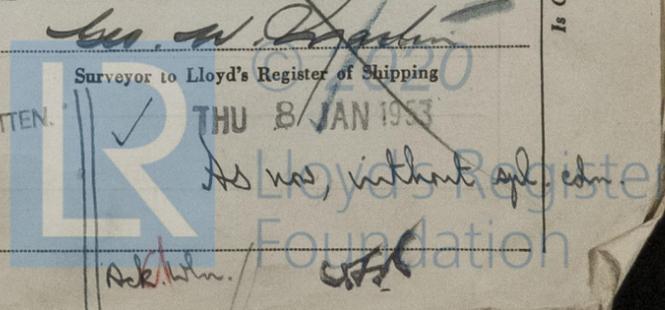
DAMAGE REPAIRS:-	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:- Please Turn over.
ved	29			see Rpt. 10				
ved and Fair'd or Repaired								
or Repaired in place	7							

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Good	Good	Good	(State if on Felt)
Decks Good	Ceiling Good	Coal Bunkers, Openings, Covers, &c. Good	When fitted: Month Year
Good	Cement or Asphalt cement	Oil Bunkers Good	Boats Good
Good	Rudder Good	Souppers Good	Masts, Yards, &c. Good
Good	Steering gear and its connections Good	Cargo Hatchways Good	Condition, how ascertained Hammer & Knife
Good	Windlass Good New Cyls fitted	Hatches Good	(State if wedges removed)
Good	Have pumps been examined and found efficient? Yes	Planking	Equipment letter j
Good	Have Sluice Valves been examined and found efficient? -	Caulking	Anchors, No. of 3B 1S
Good	Have Watertight Doors been examined and found efficient? -	Treenails	Cables (State if now ranged) Yes
Good	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemon	length 210 mean diamr. 1-7/32
Good	Air and Sounding Pipes Yes	Transoms, Pointers & Crutches	Rule length 210 size 1-4/16
Good	Doubling Plates under Sounding Pipes Yes	Timbers of Frame at openings	Chain Locker Good
		" at other places	Hawser & Warps Good
		Stringers, Clamps & Shelves	Standing and Running Rigging Good
		Sarking (State if examined)	Sails -

al 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 is 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 y, 1,33," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38." Vessel as now seen and repaired found in good and efficient condition and in my opinion able to be continued as classed in the Register Book, with fresh record of Docking Date, 6,52 and Notation ssDdn.-6,52 for Special Survey, subject to 60 Fms of 3" and 75 Fms of 2 1/2" Approved Steel Wire being supplied for Stream Anchor Wire and Towline respectively at first opportunity.

Survey Fee (per Section 29)	Special S.	84	0	0	Fees applied for,
Repair & Tear Repairs	20	0	0	0	30-6-19 52
Renewal Load Line Survey	22	0	0	0	
Special Damage or Repair Fee (if any)	22	0	0	0	
II (per Sec. 29) II " Ownrs.	22	0	0	0	
Travelling Expenses (if chargeable)	30	0	0	0	
New Windlass Cyls.	2	0	0	0	
Second Surveyor's Fee (if any)	-	-	-	-	

Committee's Minute TUES. 23 SEP 1952 Character Assigned 6,52 Ddn. subject s.s. Ddn.-6,52 +LMC CS 6,52 DBS 6,52



25 JUL 1952

Handwritten initials

Is Certificate required? If so, to be sent to

3M-12/48-J. & O'S. PTY. LTD. (PRINTED IN AUSTRIA)

Cleaning Out of Engine-room bilges throughout and all steelwork being specially examined including under Donkey Boiler and recoated on completion. Shell Plating in way of hold and bulkheads were cleaned chipped and recoated as found necessary. All Cement chocks were removed on Port and Starbd. sides of Hold for survey on account of Damage, steelwork in way of same chipped, examined and coated and all cement chocks renewed, Inner Bottom Plating recoated, and all Close Ceiling refitted, after completion of Repairs to Inner Bottom plating on account of Wear and Tear, which consisted of fitting of Doublers around six of the manhole openings, details of same as per small Blueprint attached. Forward End of Hold on Fore Peak Tank bulkhead, Collision Stiffening bracket which was buckled, stated to be of Old standing was faired. All Pipe Casings in Hold were removed for purpose of examination of air and sounding pipes and during test of D.B. Tanks, and same refitted on completion. ANCHORS & CABLES: Anchors examined, Spare Bower and Stream Anchor made workable. Chain Cables ranged and examined, pins of connecting shackles knocked out for examination. Two 15 Fathom lengths found connected, in addition to Rule length, these lengths found to be worn below minimum rule size and same taken out. Existing length now in accordance with Rule Length. Minimum Mean Diameter now 1-7/32". General Equipment examined, Warps etc., No Stream Wire or Towline on board, subsequently, Owner's forwarded a copy of letter from Agents for Australian Wire Manufacturers, advising of placing of order for same to be supplied at first opportunity. Crow pins renewed in Port and Starbd. Bower Anchor. Chain Locker, cleaned, examined and recoated, bottom of same examined during Test of Fore Peak Tank. Windlass: Completely dismantled and overhauled, Cylinders which were subject to a Previous Limitation for Renewal, were at this time replaced by a new Set of Windlass Cylinders, same examined under manufacture and subjected to a satisfactory hydraulic Test of 200 lbs. and subsequently on re-assembly, Windlass examined under working conditions and found satisfactory. Steering Gear: (rod & Chain) completely opened up, including steering engine, chains annealed and examined, steering gear and engine completely overhauled, including renewal of buffer adjusting screw on Port side, pins in connecting forks of rods etc. Subsequently on re-assembly Steering Gear examined under working conditions and found satisfactory. Emergency Steering Gear-LEADS FROM Capstan to Rudder Quadrant rigged and tested under working conditions and found satisfactory. Forecastle Space: Store Space below deck cleaned examined and coated, Bottom of Hand Pump sump renewed, Hand Pump overhauled and tested. Crew's Quarters in Forecastle: Cleared, cleaned chipped and examined and recoated. Bottom of Forecastle Bulkhead on weather deck, cropped and renewed, also depth of sill in way of recess at W.C. Forecastle Deck: Waterways chipped cleared and chipped and drill tested and recoated. Selected sections of wood sheathing lifted and same examined for wear and condition of deck plating, found good and new sections fitted. Weather Decks: Deck Plating drill tested in selected positions and found good. Bridge Deck Wood Sheathing on same found worn below rule thickness, same renewed complete over Bridge deck. Waterways of bridge deck chipped and drill tested and recoated. Brackets at break of forecastle and after side of bridge deck renewed. Deck Plating in way of Messroom, Starbd. side of Machinery space, found wasted and perforated, all tiles lifted and deck plating renewed in this area, including section of boundary bar of machinery casing. hose tested on completion and recoated on completion. Machinery Casings: P.T. 9

Set Up, in Keel Strake varying from 1/4" to 2 1/2". "A", "B" and "C" Strakes on Port and Starbd. Sides Buckled and set up generally, from After End of No. 2 D.B. Tank Fwd. to forward end of No. 1 D.B. Tank on Port Side and into after end of Fore Peak Tank on Starbd. Side, Plating perforated in places and leaking generally, set up varying from 1/4" to 4 1/2" in places. Floors and frame angles and Intercostals from vicinity of frame 43 in way of After End of No. 2 D.B. Tank to frame No. 86 bulkhead between No. 1 D.B. Tank and Fore Peak Tank, generally buckled in lower half of same, and rivets internally started and loose. Port and Starbd. Bilge Keels buckled and twisted from between frames 44/45 to extreme forward end. Margin Plate and Tank margin bar at fwd. end of No. 1 Bilge, Starbd. side buckled and leaking between frames 83/84.

All Close Ceiling lifted in Hold, Inner Bottom Plating cleaned off and no evidence of Damage or starting of rivets in way of same or on upper half of majority of floors. Permanent Repairs effected as per Damage Report Rpt. 10, and Blueprint attached, including the Renewal of 29 Shell Plates cropping and fairing of several in place. Renewal and fairing of floors and intercostals as required, and frame angles on bottom of floors. All Repair Work done under supervision of Surveyor, and on completion hammer tested, Fore Peak Tank, No. 1 and No. 2 Double Bottom Tanks filled and tested as per Rules and found satisfactory, free from any evidence of leakage or defects.

At This time at Request of Owners, and with permission of the Senior Surveyor for New Zealand, Vessel was examined for Special Survey: SPECIAL SURVEY: Bottom and Side Shell Plating, Cleaned, Chipped, Specially Examined and recoated on completion. No. 1 Keel Plate (from Fwd.) was renewed, same incorporating wear & tear and Damage survey repairs. Side Plating in way of discharges, scuppers etc., was specially chipped and examined. Selected ship's side fastenings in way of ship side connection

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.

CHAIN CABLES

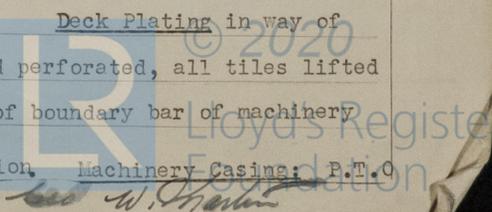
Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable		Length and Size per Rule		Description	Makers of Cables	When and where tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied	Per Rule	Length	Diam.			
Iron Stream Chain or Steel Wire											

were taken out and examined and found in good condition and replaced. Rudder, cleaned, specially examined and recoated. Rudder trunk chipped in way of After Peak Tank, repaired by doublers welded on after and Starbd. side. Fore Peak Tank, No. 1 D.B. Tank, No. 2 D.B. Tank, and After Peak Tank, Service Fuel and Storage Tanks cleaned and specially examined throughout with all pipe lines and connections in way of same, and subsequently All Tanks filled with water and tested as per Rules and found satisfactory. Hold, Cleared, All Close Ceiling Lifted, cleaned, and inner Bottom Plating recoated, including bilges in Hold. All Tanks were drained on completion of Testing and recoated with cement wash. Machinery Space, specially examined throughout, including

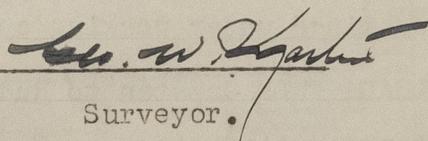
Surveyor. *W. J. ...*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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



specially examined, chipped and recoated as found necessary, Forward end, bottom cropped and renewed full distance athwartships for height of 18". Accommodation Amidships cleared examined and coated, including Master's accommodation on bridge. Engineer's Aft, cleared examined and coated. Weather Deck General & Renewal Load Line Survey: All Openings with their Closing Appliances and protections specially examined, including Hatchways, Coamings, Beams, Hatch Covers, Tarpaulins Cleats and Fastenings and Hatch Battens. Ventilators examined, with their Wooden Plugs and Canvas covers. All Freeing Ports with their shutters examined. Guard Rails, Bulkworks examined, All Side Scuttles overhauled and examined. All Storm Valves, Scuppers, Air Pipes and Discharges examined. Engine-room skylight and galley skylight examined. Freeboard Markings on Ship's Side verified with Current Load Line Certificate No.30864, and same endorsed with copy on the completion of repairs and survey. Masts & Rigging= All Rigging sent down, opened up and examined, four stays renewed with approved wire of the original size. 12'-6" section of top of Foremast renewed. Ship's Boats examined and put in water. Pumping Arrangements examined throughout and tested. General Repairs: Bottom Damage Repairs as per Damage Report and Blueprint attached. Several slight indents in shell plating on account of Old standing faired at this time. Fore Peak Tank: Five Beam Knees re-riveted on Port side. Lugs for centreline washplate to deckhead E.W. Striking plate fitted under sounding pipe. No.2 D.B. Tank, Port and Starbd. sounding pipes renewed at after end. After Peak Tank: Rudder Trunk repaired, doublers fitted to sides of same. Sounding pipe renewed, and new striking plate. Port and Starbd. Daily Service Tanks: Also examined filled and tested to Head as per rules, sounding pipes on same re-clipped. Hold: Six Beam Knees, Port Side removed faired and replaced, between frames 66/81. Bilge Bracket Frame No.31 Stbd. Side renewed. Doubling Plate E.W. to weather deck in way of No.2 Stbd. Winch. Bulwarks: One 4'-0" length section renewed in way of steering gear leads, at fore end, also 16'-0" section length renewed at after Port side, including removal and refitting of belt in way of same. All Shutters on freeing ports overhauled and stiffened. Four bulwark stays stiffened. Hatch Coaming, Starbd. side No.1 Hatch repaired, doubling strip E.W. in way of hatch cleats, and on Port side in way of steam pipes. Guard Rails faired throughout. Numerous minor Repairs effected to deck fittings and openings and their protections.


Surveyor.



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Lloyd's Register
Foundation