

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th Apr. 1956 When handed in at Local Office 27th Apr. 56 Part of MIDDLESBROUGH.

No. in Survey held at Middlesbrough. Date, First Survey 21st Feb. Last Survey 18th Apr. 1956

Reg. Book on the ~~Wood, Denny~~ Steel s.s. "HOLMSIDE". (No of Visits 16.)

13319 Built at Hpl. By whom W. Gray & Co. Ltd. When 7-1941. YEAR. MONTH.

TONNAGE GROSS 2852 Owners Burnett S.S. Co. Ltd. Owners' Address

UNDER DEK. NET 1580 Managers Port belonging to Newcastle.

Surveyed Afloat or in Dry Dock? Both Name of Dock Smith's 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. Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (Including date of N.B., if any). +100 A1 3.55 +LMC 4.53 ss Sld. 4.53. B.S. 3.55 TS(CL) 3.55 N

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. 112328 Port Nwc

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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. Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 1 ins.

Was a damage report made by anyone else? if so, by whom? REPAIRS, OR EXAMINATION AS PER RULE FOR Docking, Annual Classification Survey and Conversion to Oil Burning, and Damage.

Now Done. Ship placed in drydock, shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked 12.4.56.

Examined. Weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlass, general equipment, main and auxiliary steering arrangements and holds and tween decks as far as practicable. Annual Load Line Survey now carried out. P.T.O.

SUMMARY 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								

PRESENT CONDITION OF THE	Bulkheads	Ceiling	Cement or Asphalt	Rudder	Steering gear and its connections	Windlass	Have pumps been examined and found efficient?	Have Sluice Valves been examined and found efficient?	Have Watertight Doors been examined and found efficient?	Have Ventilators and their Casings been examined and found efficient?	Air and Sounding Pipes	Doubling Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Openings, Covers, &c.	Oil Bunkers	Scuppers	Cargo Hatchways	Hatches	Planking	Caulking	Treenails	Breasthooks & Stems	Transoms, Pointers & Crutches	Timbers of Frame at openings	" " at other places	Stringers, Clamps & Shelves	Selling	Copper, or Y.M.	When fitted, Month	Year	Boats	Masts, Yards, &c.	Condition, how ascertained	Equipment letter	Anchors, No. of	Cables (State if now ringed)	length	mean diam.	Rule length	size	Chain Locker	Hawsers & Warps	Standing and Running Rigging	Sails
Decks	good	good	not exd.	good	good	good	not exd.	none	not exd.	Yes	good	good	good	none	good	good	good	good	good	good	good	good	good	good	good	good	good	none	from dk.	t	3B 1S	Part	COMPLETE.	not exd.	sufficient.	efficient.	none.							

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 ship so far as now surveyed is eligible in our opinion to remain as now classed, with fresh record of Docking 4.56.

Survey Fee (per Section 23)	Damage	£ 6	Special Damage or Repair Fee (if any)	£ 8	Fees applied for,	27. 4. 1956
Con. to O.F. Burning.	40	Received by me,	19			
Travelling Expenses (if chargeable)						
Second Surveyor's Fee (if any)						

TUESDAY 29 MAY 1956 Committee's Minute RB note Character Assigned 4.56 Mdb, subject (M) BS 4.56 Fitted for oil fuel 4.56 F.P. above 150°F. Surveyor to Lloyd's Register of Shipping.



MAY 1956 Yes

is Certificate required? If so, to be sent to

All parts surveyed found or placed in good condition.

Repairs Wear & Tear.

A number of shell rivets (P & S) renewed.

Angle connecting No.1 hatch coaming (P & S) to bridge front found corroded and fractured, renewed.

Two rudder pintles found slack on taper, built up by welding machined and refitted.

Fore peak tank examined internally at the request of the Owners and the following repairs effected:-

Nos. 5.6. and 7 frames from forward (S.S) cropped and part renewed and No.4 (P.S) standing flange doubled locally. 10 Brackets under upper shell stringer renewed and 2 brackets renewed under lower shell stringer .

Raised Quarter deck stringer plate abreast the after end of No.4 hatch (P & S) cropped and part renewed.

Links in one length of chain cable twisted, repaired and retested

Damage Repairs.

The following damage repairs cause of which was stated by the Owners to be unknown.

F.2 starboard side shell plate from forward removed faired and refitted, and fore peak tested upon completion of this repair and all found in order.

F.5, G.5, G.6 (P.S) and F.5, F.6, and G.5 (S.S) shell plates from forward faired in place.

Conversion to Oil Burning.

New oil fuel bunkers and settling tanks constructed at this time in accordance

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 RULES.			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.	Inches.	Tons.	Lbs.					
30884	14 5/6	1 7/8	176	59 1/2	82 1/2	25.0	24				stud link.	-	Low Walker 6th A R.J. Vogan.
				worn									

Retested.

with the approved plans. Tanks all tested in accordance with Rule Requirements.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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