

Rpt. 8

Port St. John's, NFL

No. 4276

Date of writing Report 6th May, 1958.

When handed in at Local Office

Received London

Survey held at St. John's, NFL

No. of Visits 4

First Date 8-4-1958

Last Date 30-4-1958

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

04166

on the Iron or Steel M.S.

"BONAVISTA"

Tons gross 1174

Year 1956 Month 4

Built at Aberdeen

By Whom Hall, Russell & Co. Ltd.

Owners Canadian National Railways

Owners' address

(If not already in R.B.)

Port of Registry St. John's, NFL

Managers

Surveyed Afloat or in Drydock Both

Name of Dock C.N.R. Dockyard, St. John's, NFL

Date of last examn. in Drydock 6, 57

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 4212
To be filled in at Head Office.

Port

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1	*LMC
Docking 6/57	Engines N4/56
	Blrs nd4/56
	d6/57
	CL 4/56

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 2 ft 6 3/4 ins

Not required

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

EXAMINATION AND REPAIRS AS PER RULE FOR Annual Docking Survey, S.R.L. and Verification of Anchor
fitted during service to replace anchor stated lost at Coachman's Cove, W.B., NFL 14-10-57.

REPAIRS WEAR AND TEAR:- Caulking of wood deck overhauled as required.

A few slack rivets in bilge keels renewed.

A few other minor repairs also effected at this time.

S.R.L. NO. 158. Indented shell plating A7; D3,4,7 & 8; E3,7 (s.s.) and D4 & 5 and E5 & 6, F5, to be specially examined and dealt with as necessary at next drydocking.

The Owners' Superintendent requested that repairs be deferred meanwhile owing to the commitments of the vessel. The damaged plating has been specially examined at this time and D4 (s.s.) reinforced by fitting reverse bars in way of frames 59, 60, 61 & 62 in No. 2 lower hold, and does affect the seaworthiness of the vessel and it is recommended the repairs be deferred subject to being further examined and dealt with if necessary at next drydocking.

CONTINUATION OVER/OR SHEET 2

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

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel is eligible, in my opinion, to remain as now Classed, with fresh record of Docking Survey 4, 58 subject to indented shell plating (s.s.) A7; D3,4,7,8; E3,7 and (p.s.) D4,5; E5,6; F5 being further examined and dealt with as necessary at next drydocking and pitted shell plating in B,C & D strakes (p.s.) being specially examined at next drydocking.

Surveyor to Lloyd's Register of Shipping

TUESDAY - 1 JUL 1958

Date of Committee

Minute

30m, 4, 57 T.

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR ANNUAL DOCKING SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	No	
Rudder lifted	No	A.P. "	No	
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams	No	
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	No	
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	-	
Holds	Yes	Oil Fuel Bunkers and Settling Tanks	No	
'Tween Decks	Yes	Side Tanks	-	
Fore Peak Spaces	No	Wing Tanks	-	
After " "	No	Other Tanks	-	
Engine Space	Yes	Cargo Tanks (Tankers)	-	
Boiler "	-	Cofferdams	No	
Under Engines and Boilers	No	Pump Rooms	-	
Tunnel and Well	Yes	Have Tanks now Examined been Cleaned as Necessary?	-	
Coal Bunkers	-	Have Struts in Cargo Tanks (of Tankers) been removed?	-	
Chain Locker	No	Have Tanks been Retested as necessary after completion of any Repairs?	-	
Other Spaces	-			

Have the spaces now surveyed been cleared and cleaned as necessary? **Yes**

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **-**

Have the bilges been cleaned out and examined? **Part exd.** Has cement in bottom been examined? **Part exd.**

Has steelwork had rust removed and afterwards been recoated as necessary? **Yes**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **-**

Has a Load Line Survey been held? **Yes** If so, state which **Annual Loadline Survey**

Have the shell and deck plating been drilled as per Rule? **-** If so, Report 8(Dr) to be attached **-**

Have any alterations to the approved scantlings and arrangements now been effected? **No** If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Efficient	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	-
" " in way of side scuttles	Efficient	Cement or Asphalt	Part exd.good	Air and Sounding Pipes	Part exd.good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	-
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not exd.
Beams and Fastenings	Part exd.good	Shell Openings	-	EQUIPMENT	
Frames	Part exd.good	Ash Shoots	-	Equipment Letter	"n"
Reverse Frames	Part exd.good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B & 1S Condition Good
Longitudinals	-	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	-	Steering Gear (Main and Auxiliary)	Good	" length 210f ✓ mean diam. 1½"	
Floors	-	examined and found		" Rule Length 210f ✓ Size 1½"	
Keelsons	-	Windlass examined and found	Good	Hawsers and Warps	Sufficient
Stringers	Part exd.good	Pumps " " "	Good	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Part exd.good	W.T. Doors " " "	Good	now been supplied or retested, if so,	Yes
Bulkheads and Tunnel	Part exd.good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **See report** See Below

REMARKS, REPAIRS, Etc. (Contd.)

Upon examination of the bottom shell plating p&s pitting was observed in way of C & D strakes full length of vessel, B strakes at ends of vessel and boss plating. The pitting does not affect the efficiency of the vessel, but it is recommended that this item be specially examined at next drydocking.

Verification of bower anchor. Particulars from Certificate:—

L.R. 15.1.26 AEG. 1386 31.5.6.

Wt. of anchor head 15 cwts. 2 qrs. 16 lbs.

Wt. of Shank 10 cwts. 1 qr. 19 lbs. (See also Schedule)

Survey Fee \$ 75.00

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable) \$ 10.00

1-5-58

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