

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July, 10th 1957 When handed in at Local Office 19 Port of NEWCASTLE ON TYNE

No. in Reg. Book 59664 Survey held at South Shields. Date, First Survey 26th June, Last Survey 9th July, 1957

on the Wood, Iron & Steel "EWELL" Built at Burntisland By whom Burntisland S.B. Co. Ltd. When 1926 YEAR MONTH 7

TONNAGE: GROSS 1350 Owners South Eastern Gas Board Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK - Managers A.G. Gostelow Port belonging to LONDON

Surveyed Afloat or in Dry Dock? Both Name of Dock Brigham & Cowan's Destined Voyage -

Cell/D/Bor/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).

N.B.—All alterations in the existing records should be underlined.

ast Report, No. - Port -

Medical 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

+ 100 A.1.	+ IMC
With freeboard	Eng. 7.55
6.56	Blrs. 6.56
S.S. Shl. 7.55	CL. 6.55
	sp. 6.55

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. Yes to Owners Society's Freeboard (if assigned) as 6 ft. 11 1/2 ins. painted on Ship and now verified

Superintendent, Not required. Was a damage report made by anyone else? if so, by whom? Underwriters.

PAIRS, OR EXAMINATION AS PER RULE FOR DOCKING & DAMAGE.

OW DONE:--
essel placed in drydock. Shell plating, stern frame and rudder (lifted) cleaned, examined and recoated. Vessel undocked 5th July, 1957.

AMINED:--
eather decks, hatchways with their closing and securing appliances, ventilators and other deck penings; casings and superstructure bulkheads with their closing appliances, windlass, general uipment and main and auxiliary steering arrangements.
reeboard survey carried out at this time.
ll parts surveyed found or placed in good condition.

PRIMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	2	3 pt.						For remaining items please see body of report.
Removed and Fair'd or Repaired		3 pt.						
Fair'd or Repaired in place ..	9	4		1				

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights.		Copper, or Y.M.	
Good	Good in Nos. 1-2 Holds	Good	Good	Good	Good	Good	When fitted, Month Year
Good	None	Good	Good	Good	Good	Good	
Good	Not Examined	Good	Good	Good	Good	Good	
Good	Good	Good	Good	Good	Good	Good	
Good	Good	Good	Good	Good	Good	Good	
Not Examined	Have pumps been examined and found efficient? No	Good	Good	Good	Good	Good	
Good in Nos. 1-2 Holds	Have Sluice Valves been examined and found efficient? None	Good	Good	Good	Good	Good	
None	Have Watertight Doors been examined and found efficient? No	Good	Good	Good	Good	Good	
None	Have Ventilators and their Coamings been examined and found efficient? Yes	Good	Good	Good	Good	Good	
None	Air and Sounding Pipes. Above Dk. Good	Good	Good	Good	Good	Good	
None	Doubling Plates under Sounding Pipes. Not Exd.	Good	Good	Good	Good	Good	

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."

It is submitted that this vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of drydocking 7.57 subject to set in shell plate D.5 (s.s.a.) being dealt with as necessary by next special survey (as previously recommended) and with endorsement "set up No.1 keel plate (fwd.) and C.4 shell plate (s.s.a.). Indented bottom plating (P.&S)" (As previously recommended).

Survey Fee (per Section 23)	£	:	:	Fees applied for, 1957
Special Damage or Repair Fee (if any) (per Section 23)	£	12	12	0
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute ✓
Character Assigned Ds 7.57 or (With Endnt) MBS 7.57

W.B. Dugdale
Surveyor to Lloyd's Register of Shipping.
W.B. DUGDALE.

Lloyd's Register Foundation

MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate valid only if so, to be sent to

29 JUL 1957

30m.7.54 Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

104

REPAIRS, WEAR & TEAR:-

NOW DONE:-

Defective welding in way No.1 keel plate cut out and rewelded. A number of rivets in keel 1 & 2 from forward and adjacent "A" strake plates, also in No. 3 keel-plate from aft, caulked and or welded.

RUDDER:-

Nos. 1, 2, 3, pintles renewed. Locking pintle built up with welding and machined. 4 Bushes renewed.

ANCHORS & CABLES:-

2 Anchor shackle pins renewed. 1 Crown pin renewed. 1 Anchor coupling shackle pin renewed. Several slack cable studs hardened up. Sundry minor repairs carried out.

DAMAGE:-

Stated to have been caused by ranging at Seaham Harbour on 7th/8th February, 1957. Situated on port and starboard side shell.

PERMANENT REPAIRS:-

NOW DONE:- Port Side:- (Numbered from forward). C strake Nos. 3, 5, 7 plates faired. D " Nos. 4, 5, 7 plates faired No. 9 plate renewed and extended 1 space aft. D " Nos. 6, 8 plates scrubbed and leaking rivets renewed.

INTERNALS IN WAY HOPPER TANKS:-

3 Shell frames part renewed.

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 Ex. Stock, 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.

3 Shell frames faired. 2 Frame brackets removed, faired and refitted, 1 faired in place. Loose and started rivets in floors renewed.

BILGE KEEL:-

2 Lengths of bilge keel faired in place.

STARBOARD SIDE:- (Numbered from forward).

C strake No. 3, 6, 7 plates faired. D " No. 4 plate after part renewed in 1 plate with No. 5. D " No. 9 plate renewed, No. 8 faired in place, No. 7 plate scrubbed & leaking

(Continued on page 3)

INTERNALS IN WAY HOPPER TANKS:- Continued.

STARBOARD SIDE:- (Numbered from forward).

rivets renewed. No.1 Tank - Loose and started floor rivets renewed. No.2 Tank - 3 Shell frames part removed, faired and refitted, 1 faired. 2 Frame brackets renewed, 3 removed faired and refitted, 1 faired. 1 Floor plate faired. 2 B.A. stiffeners on hopper tank side faired. Loose and started rivets in floors renewed.

Bilge Keel:- 2 lengths faired.

On completion of the above repairs, Nos. 1 & 2 D.B. tanks were filled and tested and found tight.

Repairs clear of tanks were hose tested and found tight.

CONDITIONS OF CLASS:-

Set in shell plate D.5 (s.s.a.) was examined and considered to remain efficient meantime. No repairs carried out. It is submitted that the existing notation "set in shell plate D.5 (s.s.a) to be dealt with as necessary by next special survey" be retained.

ENDORSEMENTS:-

"Set up No.1 keel plate forward and C.4 (s.s.a). Indented bottom plating (P.&S)" were examined and considered to remain efficient. No repairs carried out. It is submitted that the existing notation be retained.

INTERIM CERTIFICATE:- Issued, copy appended and a copy placed on board.

1080

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

N.B.—If this Report is copied by Copying Press, special 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.

