

3 MAY 1952

(Received at London Office)

No. 54492

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th. Apl. 1952. When handed in at Local Office 2 May 1952 Port of CARDIFF.  
No. in Reg. Book 40237 Survey held at BARRY. Date, First Survey March 17th. Last Survey April 15th. 19 52.  
on the Woods Ironworks Steel S.S. "TAVISTOCK". (No. of Visits 20)

6 MAY 1952

TONNAGE:— Built at Vancouver B.C. By whom West Coast Shipbuilders Ltd YEAR 1943 MONTH 4.  
GROSS 7126 Owners Island Shipping Co. Ltd. Owners' Address Nassau (Bahamas)  
UNDER DECK 6701 Managers Ivanovic & Co. Ltd. (If not already recorded in Appendix to Register Book.)  
NET 4248 Port belonging to London.

Yes  
ow.

Surveyed Afloat or in Dry Dock? Both Name of Dock Barry Graving Dock  
Cell DBor DBa feet; uE & B. \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
total capacity \_\_\_\_\_ tons; FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ tons.  
Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 58291 Port Port

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER		Machinery and Boiler	
* for Special Survey. Date of last Survey and of Periodical Surveys.		Surveys (Including date of N.B., if any).	
<u>100 A1</u>	<u>With freeboard</u>	<u>LMC. 8,47</u>	<u>B.S. 8,51.</u>
<u>6,51.</u>	<u>ss.Nwc.-9,48</u>	<u>C.L. 2,50.</u>	

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 Yes, Owners  
Representative - not required. Was a damage report made by anyone else? if so, by whom? Underwriters.  
Society's Freeboard (if assigned) as painted on Ship and now verified } 10 ft. 4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (B) and Damages, and S.R.L.  
Renewal Freeboard Survey held. Reports Cl1(c) and Cl2 (a) forwarded.  
Now done for Special Survey:-

Vessel placed in dry dock, bottom and rudder (lifted), cleaned, examined and coated. Holds, <sup>peaks</sup> decks, superstructures, engine and boiler spaces <sup>examined</sup> and steelwork scaled and coated as necessary, close and spar ceiling removed as required for examination of structure in way, plating in way of openings examined. All tanks, including fore and after peaks and deep tanks examined internally and tested to Rule requirements. Cables ranged, chain locker, anchors, decks, casings, boats, masts and rigging (report herewith) and general equipment examined. Hatchways, ventilators, all closing appliances, pumps, watertight doors, air and sounding pipes, windlass, steering gear (main and auxiliary) examined and found or placed in good order. Freeboard verified. (Cont)...

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								<u>Bulwark plating etc.</u>
Fair'd or Repaired in place ...	<u>5</u>	<u>2</u>						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>Good</u>	Caulking of Decks <u>"</u>	Ceiling <u>Good</u>	Engine Room Skylights <u>Good</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	Oil Bunkers <u>"</u>	When fitted, Month _____ Year _____	Boats <u>Good</u>
Coamings <u>"</u>	Beams & Fastenings <u>"</u>	Cement or Asphalt <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	Oil Bunkers <u>"</u>	Suppers <u>Good</u>	Condition, how ascertained <u>from deck</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	" " in way of sidelights <u>Good</u>	Rudder <u>"</u>	Oil Bunkers <u>"</u>	Suppers <u>Good</u>	Cargo Hatchways <u>"</u>	Equipment letter <u>a+</u>	Condition, how ascertained <u>from deck</u>
Frames <u>Good</u>	Reverse Frames <u>"</u>	Steering gear and its connections <u>"</u>	Suppers <u>Good</u>	Cargo Hatchways <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>from deck</u>	Equipment letter <u>a+</u>
Longitudinals <u>"</u>	Transverses <u>"</u>	Windlass <u>"</u>	Cargo Hatchways <u>"</u>	Hatches <u>"</u>	Have pumps been examined and found efficient? <u>Yes</u>	Condition, how ascertained <u>from deck</u>	Equipment letter <u>a+</u>
Floors <u>Good</u>	Keelsons <u>"</u>	Have Sluice Valves been examined and found efficient? <u>"</u>	Hatches <u>"</u>	Have pumps been examined and found efficient? <u>Yes</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Condition, how ascertained <u>from deck</u>	Equipment letter <u>a+</u>
Stringers <u>"</u>	Stringers <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Have pumps been examined and found efficient? <u>Yes</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Condition, how ascertained <u>from deck</u>	Equipment letter <u>a+</u>
Inner Bottom Plating <u>"</u>	Inner Bottom Plating <u>"</u>	Air and Sounding Pipes <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Air and Sounding Pipes <u>Good</u>	Condition, how ascertained <u>from deck</u>	Equipment letter <u>a+</u>
Have the Tanks been examined internally <u>Yes</u>	Have the Tanks been tested? <u>Yes</u>	Doubling Plates under Sounding Pipes <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Air and Sounding Pipes <u>Good</u>	Doubling Plates under Sounding Pipes <u>"</u>	Condition, how ascertained <u>from deck</u>	Equipment letter <u>a+</u>
						Condition, how ascertained <u>from deck</u>	Equipment letter <u>a+</u>

General Observations, Opinion as to Class, Recommendation, &c. 705  
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 vessel is eligible in my opinion to remain as classed with fresh dry docking date Bry.4,52 and notation "S.S.Bry4,52 and "Cargo battens not fitted".  
Reference to buckled shell plating (p.s.f.) and bilge strake plating (s.s. amidship) may now be deleted also way bottom plating and upper deck plating.

Survey Fee (per Section 23)	Special Damage Fee (if any) (per Sec. 23)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)
<u>S.S.(B) 63</u>	<u>18 18</u>	<u>1 19</u>	<u>5 5</u>
Fees applied for, <u>2 May 1952</u>			
Received by me, <u>[Signature]</u>			

Committee's Minute THU 29 MAY 1952  
Character Assigned 452 Bry, without spl. etc. with endorsement  
S.S. Bry-4,52 + LMC MS 4,52  
bilge battens not fitted.  
Surveyor to Lloyd's Register of Shipping. [Signature]  
CERTIFICATE WRITTEN. 010484-010494-0222 1/2

30m.12.50. Transferred. (MADE AND PRINTED IN ENGLAND.)  
(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to



The following repairs have been effected on account of Wear and Tear:-

Rudder (lifted) heel bush renewed.

Deep tank Division Bulkhead - Top strake after plate cropped and part renewed from aft/

3rd. vertical stiffener. Top brackets off for access and refitted.

8 x 3½ x ½ bulb angle horizontal girder fitted on stiffener side of centre line divisional bulkhead midway between top of tank and top of thrust recess and secured to stiffeners with riveted lugs. (Owners addition).

Saddle back - vertical coaming plate in way (p. & s.) welded doubler fitted.

4 top deck hatch beams faired (cargo damage).

12 tween deck hatch beams faired and angles renewed as necessary.

No.2 hold forward centre line divisional bulkhead starboard side, bracket at tank top renewed.

No.4 hold forward centre line divisional bulkhead port side, vertical B.A. stiffener removed, faired and refitted.

Note:- Cargo battens incomplete. As vessel is chartered in the iron ore trade the Owners have removed remainder of battens. Notation "Cargo Battens not fitted" will require to be made in the Register Book.

Damage (1):-

Interim Certificate issued Glasgow 31st. Dec. 1951.

Stated to have been sustained through contact with s.s. "Saint Andre" in Rothesay Dock, Glasgow on 30th. Dec. 1951.

Port side Forward (No.1 Hold).

After bulwark plate removed, faired and refitted.

Bulwark rail bar in way removed, faired and refitted.

4 Stanchions and 3 tier rails removed, faired and refitted.

Upper edge of Nos. 3 & 4 plates sheer strake faired in place.

Starboard side amidships (No.3 hold).

Cement boxes removed and approximately 300 rivets renewed in F9 & 10, G9, H9 and 10, shell plates cut free and faired in place. Hose tested on completion and found in order.

Damage (2):-

Deferred damage repairs (Cause not stated).

Port side.

Shell plates G6 and 7 and H6 cut loose and faired in place, 2 frames in way faired in place.

S.R.L:- Wavy bottom plating and deck plating new specially examined. The corrugation in bottom plating was confined to A. strake (p. & s.), now gauged and found no variation from those recorded in Cardiff Report No.57333 dated July 1951.

All corrugations of ¼" and over have now been faired and A. strake (p. & s.) fitted with bottom stiffening angles 6" x 3" x ½" inverted and toe welded at 5'6½" from centre line (p. & s.) between frames 40 and 126 as per sketch attached and as agreed verbally with Mr. Turnbull, Assistant Chief Surveyor.

Upper deck plating corrugations now gauged and no difference noted from previous readings.

All corrugations of ¼" and over now faired and a new deck girder consisting of 8" x 3½" x ½" B.A. fitted fore and aft under beams with ½" intercostal plates welded to deck from frames 40 to 61 and 106 - 135 (p. & s.) midway between hatch coamings and vessel's side, approximately 17'9" from centre line (as sketch). The new girders are in line with existing girders previously fitted in side bunker frame 61 - 106.

C.B.N.F.

CSIR

Buckled shell plating etc. (p.s.f.) and bilge strake plating (s.s.) have

now been permanently repaired as stated above.

These items may now be deleted.

This vessel has now changed ownership. The vessel's name and Port of Registry

remain the same and the New Owners are as follows:-

Island Shipping Co. Ltd. of Nassau.

Managers - Ivanovic & Co. Ltd, Stone House, Bishopsgate, LONDON E.C.2.

Vessel undocked 10/4/52.

*Y Guir*



4 top deck hatch beams (cargo beams) fitted

12 top deck beams (cargo beams) fitted

No. 2 hold forward center line divisional bulkhead

removed, fitted and refitted.

No. 4 hold forward center line divisional bulkhead

removed, fitted and refitted.

Note: Cargo patterns incomplete. As vessel is chartered in the iron ore trade

the Owners have removed remainder of patterns. Rotation "Cargo Patterns not fitted" will

require to be made in the Register Book.

Damage (1):-

Interior Deck Plating (No. 1 Hold) fitted

stated to have been sustained through contact with s.s. "Bain Andre" in "Heavy Dock,

Glasgow on 20th Dec. 1951.

Fore side forward (No. 1 Hold).

After bulkhead plate removed, fitted and refitted.

Subway rail bar in way removed, fitted and refitted.

4 Stanchions and 3 tier rails removed, fitted and refitted.

Upper edge of Nos. 3 & 4 plates sheer strake fitted in place.

Starboard side midships (No. 3 hold).

Cement boxes removed and approximately 300 rivets renewed in No. 3, No. 4 and No. 5 shell

plates cut free and fitted in place. Loss tested on completion and found in order.

Damage (2):-

Deformed damage repairs (Cause not stated).

Port side.

Shell plates 66 and 7 and 16 cut loose and fitted in place, 2 frames in way fitted in place.

Wavy bottom plating and deck plating now specially examined. The

corrosion in bottom plating was confined to 3-3-3 (p. & s.), now gauged and found

no variation from those recorded in Garthill Report No. 57333 dated July 1951.

All corrugations of 1/2" and over have now been fitted and A. strake (p. & s.) fitted

with bottom stiffening angles 6" x 3" x 1/2" inverted and toe welded a 5'6 1/2" from centre

line (p. & s.) between frames 40 and 126 as per sketch attached and as agreed verbally

with Mr. Turnbull, Assistant Chief Surveyor.

Upper deck plating corrugations now gauged and no difference noted from previous readings.

All corrugations of 1/2" and over now fitted and a new deck girder consisting of 6" x 3 1/2" x 1/2"

B.A. fitted fore and aft under beams with 1/2" intercostal plates welded to deck from frames

40 to 41 and 106 - 133 (p. & s.) midway between hatch coamings and vessel's side,

approximately 14'9" from centre line (as sketch). The new girders are in line with

existing girders previously fitted in side bunker frames 61 - 106.

