

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14/2/50 When handed in at Local Office 16 FEB 1950

Port of LIVERPOOL

No. in Survey held at Liverpool.

Date, First Survey 7/9/49

Last Survey 7/2/1950

Reg. Book.

03984

54070

on the

Steel

S-S

BROOMFIELD

(No. of Visits 13)

TONNAGE :-

GROSS 657

UNDER DK 442

NET 268

Built at Lytham.

By whom Lytham S.B. & E. Co. Ltd.

YEAR.

When 1938

MONTH.

4

Owners Zillah Shipping Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers W.A. Savage Ltd.

Port belonging to Liverpool.

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock

CLARENCE DRYDOCK
TRAFFALGAR DOCK
WELLINGTON DOCK

Destined Voyage

Ce/D B/D Ba

feet; uE & B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

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. 128889

Port Liv

(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.

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 4 ft. 2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

CONDITION, ANNUAL FREEBOARD SURVEY, EQUIPMENT

Now Done For Condition Vessel placed in drydock. Shell plating and rudder, cleaned, examined, and renovated.

General examination made of decks, casings, ventilators, hatchways and their closing appliances, steering gear, windlass, and general equipment, and same found or placed in good condition.

ANNUAL FREEBOARD SURVEY held at this time. Freeboard marks verified. Loadline Certs. enclosed. Report C11(a) completed and forwarded to London.

W.R.T. REPAIRS. Lower back edge of rudder plate, buckled - rudder plate cropped and part renewed. Centre keelson rudder plate thin in way of boiler - rudder plate cropped and part renewed. 9 wood hatch covers, renewed and minor repairs effected.

SUMMARY OF DAMAGE REPAIRS :-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								(see cont. sheet)
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Where Seen	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Planking of Decks	Good	Ceiling	" "	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Plate)	
Stowings	Good	Cement or Asphalt	" "	Good	Oil Bunkers	Good	When fitted, Month	Year
Rams & Fastenings	Where Seen	Rudder	Good	Good	Scuppers	Good	Boats	Not Exam'd
Outside Plating	Efficient & Good	Steering gear and its connections	Good	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " In way of sidelights	Not Exam'd	Windlass	Good	Good	Hatches	Good	Condition, how ascertained	From Deck
Frames	Where Seen	Have pumps been examined and found efficient?	Not Exam'd	Not Exam'd	Planking		(State if wedges removed.)	
Reverse Frames	Not Exam'd	Have Sluice Valves been examined and found efficient?	Not Exam'd	Not Exam'd	Caulking		Equipment letter	i
Longitudinals	None	Have Watertight Doors been examined and found efficient?	Not Exam'd	Not Exam'd	Treenails		Anchors, No. of	38 1/2
Transverses	None	Have Ventilators and their Coamings been examined and found efficient?	Yes	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Not ranged
Stems	Where Seen	Air and Sounding Pipes	Where Seen - Good	Good	Timbers of Frame at openings		" length	Not Exam'd
Keelsons	" "	Doubling Plates under Sounding Pipes	Not Exam'd	Not Exam'd	" at other places		" Rule length	Not Exam'd
Stringers	" "				Stringers, Clamps & Shelves		Chain Locker	Not Exam'd
Inner Bottom Plating	Not Exam'd				Siding		Hawsers & Warps	Sufficient
Have the Tanks been examined internally?	See Report				State if examined.		Standing and Running Rigging	Efficient
Have the Tanks been tested?	See Report						Sails	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 as No. 1-38."

This vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as classed, with fresh record of Survey, 2.50 (underlined 7/2/50) and to have the notation "Fitted for oil fuel, 2.50, F.P. above 150°F." inserted in the Register, subject to all outstanding recommendations previously made by the Society's Surveyors.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

2.50 Liv. Subject

Fitted for oil fuel 2.50 F.P. above 150°F.

B.S. 2.50 T.S. 2.50.

Fees applied for,

16 FEB 1950

Received by me,

19

Surveyors to Lloyd's Register of Shipping.

Lloyd's Register Foundation

011251-011258-0027 1/2

S.S. "BROOMFIELD"

EQUIPMENT At request of Owner, examined and verified markings on one length of retorted cable with test certificate, which was enclosed.
For particulars see body of this report.

It was stated that this length of cable was removed from the vessel at a previous date, for retorting, after cable had fouled obstruction during heaving operations, and that cable equipment is now complete.

S.R. LIST Items examined, found to continue efficient maintenance, and not dealt with.

CONVERSION TO OIL BURNING

Coal cross bunker dismantled and removed.

Oil fuel bunker built forward of boiler and 2 oil fuel settling tanks fitted in boiler room, on port side.

The above tanks have been constructed in accordance with approved plans, and fitted with air pipes, heating coils, suction lines, indicator appliances, etc., all to requirements of Section 20 of the Rules.

All pipe lines tested, in completion, and found satisfactory. Air pipes fitted with wire gauge in goose-necks and canvas covers supplied.

Oil fuel bunker and 2 oil fuel settling tanks, pressure tested to rule requirements, in completion, and found satisfactory.

Gutterways built as required and oil fuel bunker forward bulkhead, sheathed in way of hold.

This vessel is now eligible, in my opinion, to have the notation of "Fitted for oil fuel, 2,50. F.P. above 150°" inserted in the Register book.

Nº2 Hatchway in R.P.D. extended to include bunker hatchway. New hatch beam fitted in line of old coal bunker bulkhead and hatch coamings efficiently removed and stiffened as necessary. Additional center beams fitted (P&S) and old coal bunker bulkhead cut down to form efficient webs, with bracket connections to deck and hatch coamings. Flush bunker scuttles removed and deck openings efficiently plated over.

Report C11 (Cont.), giving details of alterations to hatchways, air pipes, flush bunker scuttles, etc. placed on board vessel and copy forwarded to London.

FB

Nov
A2
24.3.50

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.	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.			
LPH-C.	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
18661	14 1/2	1 5/32	24	36	9-2-4	- - -			STUDLINK	✓	CHESTER 8/6/49. S. BOLTON.
	above cable originally 1 3/16"; not new and been previously used.										
Iron Steam Chain or Steel Wire											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.