

12 MAY 1950

No. 56724

Rpt. 8.

(Received at London Office)

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 9th. May 1950. When handed in at Local Office: 11 May 1950. Port of: CARDIFF

No. in Survey held at: CARDIFF & PENARTH. Date, First Survey: 29th. Dec. 49 Last Survey: 30th. April 1950.

Reg. Book. on the ~~Wood Iron~~ Steel. Sc. "BURMOUNT". (No. of Visits: 45.)

TONNAGE: - Built at Hong Kong. By whom Hong Kong & Whampoa Dock When 1941 MONTH. 8.

GROSS 4728.9 Owners: Gowan Shipping Co. Ltd. Owners' Address: Co. Ltd.

UNDER DK. 4106.34 Managers: Burness Shipping Co. Ltd. Port belonging to: London.

NET 2665.17. Name of Dock: Comml. D. Dock. Cardiff

Surveyed Afloat or in Dry Dock? Both. Name of Dock: Penarth - Afloat. Destined Voyage:

Cell/Dor/Dba. feet; uE & B. feet; f. feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 5249 Port PNL

(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. Offered to Society's Freeboard (if assigned), us 3 ft. 2 ins. painted on Ship and now verified

Superintendent but not required. Was a damage report made by anyone else? if so, by whom? Yes, Salvage Assoc.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Annual and Special Surveys, and Conversion to Oil Fuel.

Damage (1) Stated due to collision with s.s. "Offe" on voyage from Antwerp to London, light, on February 6th. 1949.

(2) Stated due to ranging along quay with starboard side, on dates from 28th. May 1949 to 1st June 1949, whilst discharging cargo, at Bombay.

(3) Stated due to Barges moored to port side ranging during discharge at Bombay, on dates from 28th. May to 1st. June 1949.

(4) Stated due to heavy weather on various dates from 21st. Oct. 1949 to 1st. November, on laden voyage from Lourenco Marques to Lobeto.

Damage. Now done.

Vessel placed in drydock, bottom and rudder cleaned down for examination, and the following

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	2							Bulkhead plates & stiffeners and hatch coamings, see body of report.
Removed and Faired or Repaired	29	42						
Faired or Repaired in place	18	14			3			

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		good		good		(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement	"	Oil Bunkers.	"		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	good	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	good	Windlass	"	Hatches	"	Condition, how ascertained	see report
Frames	"	Have pumps been examined and found efficient?	yes	Planking	"	(State if wedges removed.)	yes
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	none	Caulking	"	Equipment letter	c37
Longitudinals	-	Have Watertight Doors been examined and found efficient?	yes	Treenails	"	Anchors, No. of	3B. 1S.
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	Cables (State if now ranged)	yes
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	"	" length 270 mean diam. 2 1/8	4
Keelsons	"	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	"	" Rule length 270 size 2 5/16	5
Stringers	"			Stringers, Clamps & Shelves	"	Chain Locker	good
Inner Bottom Plating	"			Salting (State if examined.)	"	Hawsers & Warps	sufficient
Have the Tanks been examined internally	yes					Standing and Rigging	good
Have the Tanks been tested?	yes					Sails	Nil

### 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 vessel is eligible to remain as classed with fresh date of docking 3,50, Annual Survey 4,50 and s.s. Cardiff 4,50.

Survey Fee (per Section on 29)	S.S.	£	50	Fees applied for,
Wear & Tear Rprs.	10	10		11 May 1950
Special Damage Repair Fee (if any) (per Sec. 29)	52	10		Received by me,
O.F. Conversion	50			19
Travelling Expenses (if chargeable)	1	2	6	
Sunday Fee.	5	5		
Second Surveyor's Fee (if any)				

Committee's Minute. TUES. 13 JUN 1950

Character Assigned. See minute on Bns. 17807



17 MAY 1950

Yes Now

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

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

Is Certificate required? If so, to be sent to



Hatchways, ventilators, all closing appliances, pumps, watertight doors, air and sounding pipes, windlass, steering gear, main and auxiliary, connections and spares examined and now found or placed in order.

Freeboard verified.

Vessel undocked 22nd. March 1950.

The following repairs have been effected:-

Anchors and cables ranged in drydock, new anchor supplied (particulars on Page 2), loose studs tightened in cables.

6 Rivets renewed in No.6 tank.

Bridge space bunker. Starboard Side plates counted from aft.

D1 & 2, C1 & 2 renewed.

Centre line thwartship plate renewed.

Port side counted from aft.

D1 & 2, C1 & 2 renewed, stringer plate renewed.

Ash shoot has been removed and aperture in deck and shell side fitted with welded spigoted patches.

Shelter deck on starboard side, deck plate in way of stokehold door renewed.

Stokehold tank top under boilers.

Centre strake directly under centre boiler doubled.

Port and starboard C.strakes under port and starboard boilers doubled.

Starboard D.strake aft of bulkhead on 89 frame doubled.

Approximately 1,500 rivets in tank top renewed.

99 Hatch covers on freeboard deck, 66 on shelter deck renewed.

Ventilators and air pipes, plugs and covers made good as necessary.

Now done on account of conversion from coal to oil fuel.

Nos. 2, 3, 4 and 6 D.B.tanks and cross bunker converted for the carriage of oil fuel, all in accordance with plans approved by letter 2nd. January 1950 and otherwise in accordance with Circular 1866.

Double bottom, cross bunker and settling tanks tested to Rule requirements and found in order.

*J. L. Hunter*

Port side hull angle upper coaming plate removed, fairing and refitted. Starboard side hull angle upper coaming plate and channel horizontal stiffener removed, fairing and refitted.

Port and starboard hull angle upper coaming plates removed, fairing and refitted. Steam pipe casings, deck steam pipes, ventilator cowls, tarpaulins all made good.

Loose rivets in funnel pedestals and thrust seating cut out, holes reamed and refitted.

Now done on account of special survey:-

Vessel placed in dry dock, bottom and tridder cleaned down for examination and subsequently coated.

Holds, tween decks, superstructures, peaks, bunkers, engine and boiler spaces examined, steelwork scaled and recoated where necessary. Ladders, aloes and spar ceilings, pipe casings, cement chocks at vessel's sides removed as required for examination.

Examination of ash shoot and piping in way of openings examined. All tanks including fore and after peaks examined internally and tested to rule.

Anchorages, pipes, shackles, cables, rollers, chain locker examined, anchors, beams, casings, bolts (top masts removed), rigging and general equipment examined.



any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other