

ate of writing Report. 18. 8. 1925

When handed in at Local Office 18 AUG 1925

Port of London

No. in Survey held at Santa Cruz & Las Palmas Date, First Survey July 21st Last Survey July 26th 1925

eg. Book. 15403 on the Wood, Iron or Steel *Sc N/V "BURE"* No. of Visits *Six*

TONNAGE:-

GROSS *499*

UNDER DECK *348*

NET *262*

Built at *Lonsberg*

Owners *Red Olsen & Co.*

Managers

By whom *Asst. Mstr. Perstad.*

When *1918*

Owners' Address

Port belonging to

Surveyed Afloat or in Dry Dock? *Both*

Name of Dock *Gen. Casey Shipway*

Destined Voyage *Coasting Canary Islands.*

WB=CellDBorDBa

feet; uE&B *21.5* feet; f *102* feet

total capacity *146* tons. FPT *—* tons; APT *—* tons; MT *—* feet — tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No.

Port

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification. *S.S. No. 3*

The vessel placed on shipway the Bottom & Rudder cleaned and examined. Rudder lifted for examination of timbers & fudgous. Anchors & cables ranged and examined. Chain locker cleaned & examined. Hawsers, Wires & general equipment examined. Boats examined on deck and afloat. The four D.B. tanks and wells examined internally and the bottom cement in No. 1 and 4 tested. No. 2 & 3, fuel oil tanks, have no cement. All ceiling in Hold removed and tanks tested to head equivalent to load water line. Fore and after peaks cleared, cleaned and examined all

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE															
Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels	✓								
Faulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	Good	(State if on Belt.)									
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	Year								
Beams & Fastenings	"	Ceiling	"	Scuppers	Good	Boats	Good								
Outside Plating	"	Cement or Asphalt	Cement	Cargo Hatchways	"	Masts, Yards, &c.	"								
Breasthooks	"	(State which.)	Good	Hatches	"	Condition, how ascertained	By Examination								
Transoms	"	Rudder	Good	Planking of Wood Vessels	"	(State if wedges removed)	None								
Frames	"	Steering gear and its connections	Good	Caulking ditto		Sails	✓								
Reverse Frames	✓	Windlass	"	Treenails ditto		Equipment letter	8								
Longitudinals	✓	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson ditto		Anchor, No. of	4								
Transverses	Good	Have Sluice Valves now been examined and found efficient?	✓	Transoms, Pointers, & Crutches ditto		Cables (State if now ranged)	Yes								
Floors	Good	Have Watertight Doors now been examined and found efficient?	✓	Timbers of Frame at openings ditto		length	165								
Keelsons	"			Ditto ditto at other places ditto		(on board)	size 1 1/2								
Stringers	"			Stringers, Clamps & Shells ditto		Rule length	165								
Inner Bottom Plating	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Salting ditto		size	1 1/2								
				(State if examined.)		Hawser & Warps	Sufficient & Good								
						Standing & Running Rigging	Sufficient								

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND15, &c."

This vessel, so far as seen, is in a good condition and eligible, in my opinion, to be classed *AT* "FOR COASTING SERVICE CANARY ISLANDS" and to have record of survey 7, 25. Subject to indentured shell plating being dealt with at Owners' convenience and to forward painting arrangement being dealt with as recommended and the freeboard being marked and verified.

Survey Fee (per Section 29) *105*

Special Damage or Repair Fee (if any) (per Sec. 29)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Received by me

Surveyor to Lloyd's Register of Shipping.

Shell & $\frac{1}{2}$ "BUTRE"

members of the structure being found in good condition and well coated.

The Hold examined; the shell plating, framing, tank top plating, beams, hatchways and Bulkheads being in good condition and well coated.

The Machinery space examined; the shell plating, framing, tank top plating, main & auxiliary engine seatings, thrust seating, floors & frames in well & Bulkhead found in good condition & well coated.

All Deck plating examined & found in good condition & without any distortion.

Derrick poles & tables examined together with stays & rigging.

Windlass opened up and examined - Hand steering gear, quadrant, chains & pulleys examined.

Pumps examined.

All deck sections examined and hatches tried in position.

The following side plating which was found to be set in between frames has been examined and all riveting & caulking found to be sound:

Port side. 1st Space below main sheer N^o 4 plate.

2nd " " " " N^o 4 "

3rd " " " " N^o 4 & 5 plates.

Starboard side. 1st Space below main sheer N^o 4 plate

2nd " " " " N^o 3 & 4 plates.

In my opinion, this plating is efficient and might be dealt with at the Owners' convenience.

(See endorsement dated 2-7-25.)

Strengthening of Bottom forward.

In view of the good condition of the bottom structure forward it is considered that there is sufficient strength to meet the requirements of the Class contemplated.

Pop deck plating & beams.

Taking into consideration the general construction of the Pop erection and the increase in freeboard proposed the Pop deck plating & beams are, in my opinion, efficient.

Pillaring. This, in my opinion, is satisfactory.

W.T. Bulkheads. These, in my opinion, are efficient.

Motor Seating. This is well constructed and in good order and, in my opinion, is an efficient arrangement.

Painting arrangement. Forward of the collision Bulkhead this, in my opinion, should be stiffened up by the addition of $3 \times 3 \times \frac{3}{8}$ "face angles to the side stringers and by an increase in depth, to the extent of 3" of

London

Steel Sc. M/V "BLUE"

the beam in the fore peak connected to the side stringers by layer brackets.

The arrangements on after side of Bulkhead are also that in the after peak are, in my opinion, satisfactory. Repairs now done. Rudder heel & locking pinholes renewed.

Arthur Palmer.