

# REPORT of SURVEY for REPAIRS, &c.

Date 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 21<sup>st</sup> Last Survey July 26<sup>th</sup> 1925  
eg. Book. 15403 on the Wood, Iron or Steel *Sc N/V "BURE"* (No. of Visits *Six*)

TONNAGE:— Built at *Lousberg* By whom *As. Nes. Jern. Verkstad.* When 1918  
GROSS *499* Owners *Fred Olsen & Co.* Owners' Address  
UNDER DK. *348* Managers Port belonging to  
NET *262*

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *San. Canary Shipway* Destined Voyage *Coasting Canary Islands.*  
WB=CellDBorDBa feet; uE&B *21.5* feet; f *102* feet } Particulars of Classification (which must be inserted  
total capacity *146* tons. FPT *—* tons; APT *—* tons; MT *—* feet *—* tons. } precisely as in Register Book & Supplements.

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 } ft. \_\_\_\_\_ ins. \_\_\_\_\_

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 & gudgeons. 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		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <i>Good</i>		<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Good</i>	<i>Good</i>	When put on, Month _____ Year _____
Faulking of Decks	"	<i>Yes</i>	<i>Yes</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Coamings	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Beams & Fastenings	"	<i>Cement</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Outside Plating	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Breasthooks	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Transoms	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Frames	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Reverse Frames	<i>✓</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Longitudinals	<i>✓</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Transverses	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Floors	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Keelsons	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Stringers	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	
Inner Bottom Plating	"	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	

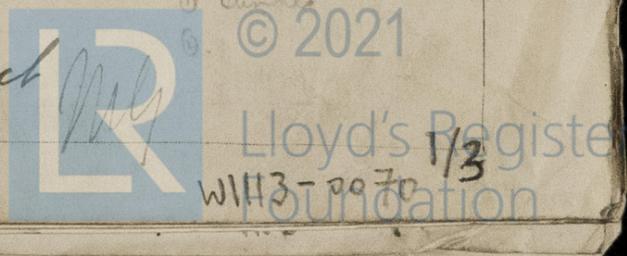
General Observations, Opinion as to Class, Recommendation, &c.:—

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 A1 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) £ \_\_\_\_\_ Fees applied for, 19. 8. 1925  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 105: 0: 0  
Travelling Expenses (if chargeable) £ 15: 18: 0  
Second Surveyor's Fee (if any) £ \_\_\_\_\_  
Received by me, *Wm. Arthur G. Johnson*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 25 AUG 1925 FRI. 9 OCT 1925 FRI. 5 FEB 1926  
Character Assigned *See F.E. Rpt.* *As now subject*



Shell Sec <sup>N/V</sup> "BURE"

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 joles & 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. 1<sup>st</sup> Space below main sheer N<sup>o</sup> 4 plate.

2<sup>nd</sup> " " " " N<sup>o</sup> 4 "

3<sup>rd</sup> " " " " N<sup>o</sup> 4 & 5 plates.

Starboard side. 1<sup>st</sup> Space below main sheer N<sup>o</sup> 4 plate

2<sup>nd</sup> " " " " N<sup>o</sup> 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.

Poop deck plating & beams.

Taking into consideration the general construction of the Poop erection and the increase in freeboard proposed the Poop 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.

Panting arrangement. Forward of the collision Bulkhead this, in my opinion, should be stiffened up by the addition of 3x3x<sup>3</sup>/<sub>8</sub> face angles to the side stringers and by an increase in depth, to the extent of 3" of

London

Steel Sc. M/V "BURE"

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.