

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 8 JUL 1941 Port of Hull  
No. in Survey held at Hull Date, First Survey 20.6.41 Last Survey 28.6.1941  
Reg. Book. "Holmside" (No. of Visits 2)

Y6008 on the Wood, Iron or Steel  
TONNAGE: GROSS 3433, UNDER DK. 2932, NET 2038  
Built at Blyth By whom Cuspen A.D. & S.B. Co. Ltd When 1930 8  
Owners Burne & S.S. Co. Ltd Owners' Address  
Managers Port belonging to Newcasale

Surveyed Afloat or in Dry Dock? Name of Dock Albert 7 Destined Voyage  
Cell/Dor/DBa feet; uE&B feet; f feet }  
total capacity tons. FPT tons; APT tons; MT feet tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
CHARACTER: \* for Special Survey, Date of last Survey and of Periodical Surveys. 100A1 12/40 SS Blyth 102-37 8.4V Cargo battens not fitted  
Machinery and Boiler Surveys (including date of N.B. in any). L.M.C M.S. 8/38 13/5 2/40 T.S.C. 12/40

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. 10429 Port Melb  
(Periodical Surveys, when held, must be reported in detail and seriatim 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  
Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Degaussing  
During vessels stay in port our attention was drawn to the necessity of additional electric wiring being fitted below the weather decks under instructions from the Admiralty for degaussing purposes.  
All bulkheads from fore side of aft peak bulkhead to aft side of No. 1 Hold aft Bulkhead were fitted with 2' lengths x 7" dia piping flanged both ends. These lengths were electrically welded in way of bulkhead plating & a compensating double 12" x 12" x 5/8" welded to bulkhead and to piping.  
The degaussing work was not completed prior to vessel sailing, but where the work on piping remained unfinished, the ends P.T.S. were made water tight by blanking fore & aft.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Offg. Hatchways	Condition, how ascertained (State if wedges removed)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Valve Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

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 so far as now seen, is in an efficient condition, and eligible, in my opinion, to remain as classed, with fresh record.

Survey Fee (per Section 29) £ : : Fees applied for, 19  
Special Damage or Repair Fee (if any) (per Sec. 29) £ : : Received by me, 19  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
TUE. 22 JUL 1941

Committee's Minute  
Character Assigned As now  
A. Clive Juniper  
Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
1242-0054

Is Certificate required? If so, to be sent to