

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17 July 1936 When handed in at Local Office 10 Port of AMSTERDAM  
No. in Reg. Book 21991 Survey held at AMSTERDAM Date, First Survey 30 June Last Survey 10 July 1936  
(No. of Visits 4)

on the WOODHOLM Steel Stm. "BURY HILL"  
GROSS TONNAGE: 1512 Built at Stockton By whom Richards'n Duck & Co. Id. When 1917 YEAR MONTH 10  
UNDER DEK. 1233 Owners Sussex S.S. Co. Id. Owners' Address (if not already recorded in Appendix to Register Book)  
NET 2767 Managers - Port belonging to London

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Amsterd. Droogdok Destined Voyage -  
WB=Cell DEK 351 feet; uE&B - feet; f - feet  
total capacity 1345 tons. FPT 111 tons; APT 120 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. 868 Port Cbo

Medical Surveys, when held, must be reported in detail and seriatim 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.

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? Yes not required

REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination in dry dock and damage repairs  
The vessel is reported to have encountered heavy weather on her last voyages.  
The vessel has been placed in dry dock bottom cleaned examined and  
on Starboard side F stroke plate N°1 (which was found fractured) renewed  
Upon completion of repair fore peak tank tested as required  
and found tight, new work painted as required.  
Bulldoz lifted for examination three funnels renewed and  
all gudgeons rebushed.  
Bottom and molder now in a good condition and recoated  
Indented shelterdeck plating and beams in way at fore end of N°2 hatch  
to be dealt with this time

STATEMENT OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	1							
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Condition of Decks <u>good</u>	<u>no</u>	<u>not end.</u>	<u>no</u>
Condition of Sides <u>good</u>	<u>no</u>	Dblig. Plates under Sounding Pipes <u>no</u>	(State if on Feet) When put on, Month <u>✓</u> Year <u>✓</u>
Condition of Frames <u>good</u>	Bulkheads <u>no</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Condition of Fastenings <u>not end.</u>	Ceiling <u>✓</u>	Coal Bunkers, Open gs, Lids, &c. <u>no</u>	Masts, Yards, &c. <u>not end.</u>
Condition of Plating <u>good</u>	Cement or Asphalt <u>Cement</u>	Oil Bunkers <u>no</u>	Condition, how ascertained <u>no</u>
Condition of Sidelights <u>not end.</u>	(State which.) Bulldoz <u>good</u>	Scuppers <u>no</u>	(state if wedges removed) <u>no</u>
Condition of Hatches <u>no</u>	Steering gear and its connections <u>no</u>	Cargo Hatchways <u>no</u>	Sails <u>no</u>
Condition of Windlass <u>no</u>	Windlass <u>no</u>	Hatches of Wood Vessels <u>no</u>	Equipment letter <u>✓</u>
Condition of Frames <u>no</u>	Have pumps now been examined and found efficient? <u>no</u>	Caulking ditto <u>no</u>	Anchors, No. of <u>complete</u>
Condition of Moulders <u>no</u>	Have Sluice Valves now been examined and found efficient? <u>no</u>	Treenails ditto <u>no</u>	Chain Locker <u>not end.</u>
Condition of Bottom Plating <u>no</u>	Have Watertight Doors now been examined and found efficient? <u>no</u>	Breasthooks & Stemson ditto <u>no</u>	Cables (State if now ranged) <u>no</u>
	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Transoms Pointers, & Crutches ditto <u>no</u>	" length <u>✓</u> mean diam. <u>✓</u>
		Timbers of Frame at openings ditto <u>no</u>	" (on board) <u>✓</u> size <u>✓</u>
		Ditto Ditto at other places ditto <u>no</u>	Hawser & Warps <u>sufficient</u>
		Stringers, Clamps & Shells ditto <u>no</u>	Standing and Running Rigging <u>good</u>
		Salting ditto <u>no</u>	
		(State if examined.)	

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 ptd24, &c."

The vessel is now in a good and efficient condition and eligible in my opinion to be continued as classed with fresh record of Survey 7-36. Indented shelterdeck plating and beams in way at fore end N°2 hatch to be dealt with as per S.B. List.

Survey Fee (per Section 20)	Special Damage or Repair Fee (if any) (per Sec. 20)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,	Received by me,
£	£ 60.-	£ 5.-	£	19	19

Committee's Minute FRI. 31 JUL 1936  
Character Assigned 100A Subject  
5/2/7.36 Shell dk wth  
write down 5/2/7.36 Subject  
Surveyor to Lloyd's Register of Shipping. H.P. Lonke  
FRI. JAN 8 1937  
TUE 26 JAN 1937  
Lloyd's Register Foundation  
W505-0070