

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report May 9/ 19 59 When handed in at Local Office 19 59 Port of TRINIDAD, W.I.  
 No. in Reg. Book Survey held at Pointe-a-Pierre Date, First Survey and Last Survey May 6 19 59  
 (No. of Visits One)  
 on the ~~Woodstock~~ Steel S.S. HUSVIK

Tonnage 6476 Built at Glasgow By whom Barclay, Curle & Co., Ltd. When 1930 YEAR MONTH 11  
 Owners Skips A/S Spervik Owners' Address Sandefjord  
 Managers Erik H. Olsen Port belonging to Sandefjord

Keel Laid 1930 Name of Dock Afloat Destined Voyage   
 Draught 10/57 feet: uE&B feet: f feet  
 Capacity tons. FPT tons: AFT tons: MT feet: tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 CHARACTER: + 100A1 D 8/58 + LMC CS 10/57  
 Date of last Survey and of Periodical Surveys. Dr 8/55 d 8/58  
SS Tbg 10/57 CL 9/57  
 Sps 8/55

Previous Report, No. 8544 Port De

Medical 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.  
 Damage report issued. Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR Grounding damage:-

It was stated by the Master that the fore end of the vessel grounded in soft mud in The Manchester Ship Canal on April 21/59, whilst on a voyage from Manchester to Trinidad.  
 At this time the bottom shell plating and internals in way of Nos. 1 & 2 cargo tanks, port and starboard, were examined and no signs of damage were found. Soundings of the fore peak and double bottom in way of the dry cargo hold were constant indicating that these tanks were sound.

RECOMMENDATION  
 It was recommended that the bottom shell plating be specially examined at the next drydocking.

SPECIAL REASONS LIST  
 The indented side shell plating in way of No. 1 wing cargo tank, port side, was found satisfactory for the present time.

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

### 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 good condition and eligible to remain as now Classed without fresh record of survey, subject to the bottom shell plating being specially examined at the next drydocking and to outstanding conditions previously recommended.

Survey Fee (per Section 28)	\$60.00 B.W.I.	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 28)	\$ 60.00 B.W.I.	Received by me,	19
Travelling Expenses (if chargeable)	\$ 18.00 B.W.I.		
Second Surveyor's Fee (if any)		C.G. Purv	

TUESDAY 16 JUN 1959  
 Defered for drydocking  
 Noted for Header  
 Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation.  
 004769-004777-0210