

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report May 9/1959 When handed in at Local Office 1959 Port of TRINIDAD, W.I.
No. in Reg. Book Survey held at Pointe-a-Pierre Date, First Survey and Last Survey May 6 1959
(No. of Visits One)
on the Woodstock Steel S.S. HUSVIK

Tonnage — Built at Glasgow By whom Barclay, Curle & Co., Ltd. When YEAR 1930 MONTH 11
Gross 6476 Owners Skips A/S Spervik Owners' Address —
DER DK — Managers Erik H. Olsen (If not already recorded in Appendix to Register Book)
T 3807 Port belonging to Sandefjord

veyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage —
DBorDBa — feet: uE&B feet: f feet: —
Capacity — tons. FPT — tons: APT tons: MT feet: — tons.

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

ist Report, No. 8548 Port DE

ical Surveys, when held, must be reported in detail and serially 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

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?

PAIRS, 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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Plating of Decks	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Stairways	Rudder	Scuppers	Boats
Frames & Fastenings	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Windlass	Hatches	Condition, how ascertained
" " in way of sidelights	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
Longitudinals	Have Watertight Doors been examined and found efficient?	Transoms	Anchors, No. of
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Cables (State if now ranged)
Doors	Air and Sounding Pipes	" " at other places	" length mean diamr.
Belsons	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	(on board.)
Stairways		Salting	" Rule length size
Inner Bottom Plating		State of examined	Chain Locker
Have the Tanks been examined internally?			Hawsers & Warps
Have the Tanks been tested?			Standing and Running Rigging
			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,
Special Damage or Repair Fee (if any) (per Sec. 28)	\$ 60.00 B.W.I.	19
Travelling Expenses (if chargeable)	\$ 18.00 B.W.I.	Received by me,
Second Surveyor's Fee (if any)		19
Committee's Minute		C.G. Purv
Character Assigned		Surveyor to Lloyd's Register of Shipping.

TUESDAY 16 JUN 1959

Deferred for drydocking



C.G. Purv
Surveyor to Lloyd's Register of Shipping.



004769-004777-0210

Is Certificate required? If so, to be sent to