

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 29/12/1949 When handed in at Local Office 19 Port of WELLINGTON, N. Z.

No. in Survey held at WELLINGTON Date, First Survey 24th Aug. Last Survey 18th Nov. 1949
Reg. Book 62863 on the Wood, Iron or Steel MOTORSHIP "HOLMDALE" (No. of Visits 12)

Built at DUBLIN By whom DUBLIN SHIPBUILDERS, LD. When 1921 - 12

TONNAGE:— GROSS 679 Owners DUNEDIN WANGANUI SHIPPING CO. LD. Owners' Address
UNDER DK. 455 Managers HOLM & CO. LD. Port belonging to DUNEDIN, N.Z.
NET 334

Surveyed Afloat or in Dry Dock? BOTH Name of Dock WELLINGTON PATENT SLIP Destined Voyage N. Z. COASTAL

GellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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

Last Report, No. 94769 Port hon

(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). Ours No. 3744 of 27/7/49, yours of 6/8/49

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 Re-classification. Special Survey A, B, C & D.

Vessel placed on the Patent Slip. Bottom and rudder cleaned, examined, found satisfactory and recoated.

The holds, peaks, spaces above peaks, poop, bridge and forecastel spaces, tween decks, machinery spaces, including under engines and boilers, cleaned and examined.

Close and spar ceilings removed as required from tank tops and vessel's sides in holds to allow for examination of inner bottom plating, feet of stanchions, bottom plating of bulkheads and tunnel sides. Limber boards removed throughout the vessel and steelwork examined, cleaned and recoated where necessary. All casings of soil, scupper and sounding pipes removed and sufficient lining in way of side lights removed and the steelwork examined, oxidation removed and recoated where required. Shell plating drilled and plates gauged (detailed sheet attached). All double (P.T.O.)

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.	
Decks	Good	Good	Good	Good	Good	Good	(State if on Felt)
Caulking of Decks	"	"	"	"	"	"	When fitted: Month Year
Coamings	"	"	"	"	"	"	Boats Good
Beams & Fastenings	"	"	"	"	"	"	Masts, Yards, &c. Good
Outside Plating	"	"	"	"	"	"	Condition, how ascertained Hammer tested
" " In way of sidelights	Good	"	"	"	"	"	(State if wedges removed)
Frames	Good	"	"	"	"	"	Equipment letter
Reverse Frames	"	"	"	"	"	"	Anchors, No. of 3 Power Stream, 1 Kedge
Longitudinals	"	"	"	"	"	"	Cables (State if now ranged) Yes
Transverses	"	"	"	"	"	"	" length 195 fms mean diamr. 15/32"
Floors	Good	"	"	"	"	"	" Rule length 210 size 14
Keelsons	"	"	"	"	"	"	Chain Locker Good
Stringers	"	"	"	"	"	"	Hawser & Warps
Inner Bottom Plating	"	"	"	"	"	"	Standing and Running Rigging Good
Have the Tanks been examined internally?	Yes	"	"	"	"	"	Sails
Have the Tanks been tested?	Yes	"	"	"	"	"	

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, 133," or "to remain as classed and to have record of survey, 138, and the notations of ss No. 138."

THIS VESSEL AS NOW SEEN IS IN AN EFFICIENT CONDITION AND ELIGIBLE, IN MY OPINION, TO BE RECLASSIFIED

+100A1 WITH FRESH RECORD OF SURVEY 9,49 AND NOTATION SS WLN. - (9,49 (DR.)).

Survey Fee (per Section 29) £ 80 : 8 : - Fees applied for, 29/12/1949

Special Damage or Repair Fee (if any) (per Sec. 29) £ : : : Received by me, 19

Travelling Expenses (if chargeable) £ : 10 : 9

Second Surveyor's Fee (if any) £ : : :

Committee's Minute WED. 1 MAR 1950

Character Assigned Deferred

Surveyor to Lloyd's Register of Shipping

Reclassified 11.49 + Line 11.49 S 9.49 DBS 11.49

22 FEB 1950

YES

NOV

36669

Surveyor

1/8

Is Certificate required? If so, to be sent to

008628-008633-0283

bottom tanks, peak tanks, tested to rule requirements and afterwards examined internal and found satisfactory. Cement chocks at vessel's sides examined and in places removed and steelwork examined and cement replaced. Tank top limbers, close and spar ceilings relaid and refitted, pipe casings replaced. Chain cables ranged and examined. Chain locker and fastenings examined and cables replaced. Anchors, mast (wedges withdrawn and steelwork examined and recoated), rigging and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchways and made good where necessary. Ventilator coamings, plugs and canvas covers examined. The steering gear and its connections, rudder, quadrant, tiller rods, chains (annealed) and shackles examined and found or placed in good condition. The windlass, hand pumps, sluice valves, watertight doors, air, sounding, scupper and soil pipes examined and found or placed in good condition. Doubling plates found under all sounding pipes.

		cwt.			qr.			lb.		
Anchors onboard:-	(1)	Bower	17	-	18	-	0			
	(2)	"	17	-	13	-	0			
	(3)	"	14	-	2	-	20			
	(4)	Stream	4	-	3	-	7			
	(5)	Kedge	2	-	1	-	21			

Cables: 195 fathoms of 1 1/2" cable reduced to 1 5/32".

Steering gear chain 1 3/16" with 7/8" shackles annealed 31/8/49.

REPAIRS.

Rudder lifted and all pintles renewed. New case hardened bottom fitted in bottom gudgeon and rudder replaced.

Stem bar cropped at approximately 7'0" mark, faired and replaced. No. 2 Keel plate renewed. Shell plate port side C strake No. 8 plate renewed. D strake No. 1 plate

cropped and renewed. E strake No. 1 plate cropped and renewed. Shell plate starboard side D strake No. 1 plate cropped and renewed. E Strake No. 1 plate cropped and renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS

Number of Certificate	Anchors*	Weight, Ex. Stock			Weight of Stock			Test per Certificate			Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

* When a bower anchor is supplied, it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable				Length and Size per Rule		Description	Makers of Cables	When and where tested and Superintendent	
	Length	Diam.	Statutory	Breaking	Supplied		Per Rule		Length	Diam.				
					Fathoms	Ins.	Tons	Tons						Cwts.
Iron Stream Chain or Steel Wire														

Fore peak tank top 4 plates renewed. Deck plates fore deck 8 plates renewed on P. & S. sides. After deck 6 plates renewed. 1 Doubling plate renewed in way of No. 2 hatch forward starboard corner. Bulwark plating, angles and stanchions renewed where required.

Steering gear runners, bulwork stanchions, etc., disturbed to remove condemned plating were placed.

Shell expansion plan with drilling enclosed with this report.

Enclos.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

