

20 JAN 1950

No. 4856.

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

(No. of Visits 12)

on the Wood, Iron or Steel

MOTORSHIP "HOLMDALE"

YEAR MONTH

When 1921 - 12

TONNAGE:-

Built at DUBLIN

By whom DUBLIN SHIPBUILDERS, LD.

GROSS 679

Owners DUNEDIN WANGANUI SHIPPING CO. LD.

Owners' Address

UNDER DK. 455

Managers HOLM & CO. LD.

(if not already recorded in Appendix to Register Book)

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

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. 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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Good	When fitted: Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good
Outside Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.	Good
" " In way of sidelights	Good	Windlass	Good	Hatches	"	Condition, how ascertained	Hammer tested
Frames	Good	Have pumps been examined and found efficient?	-	Planking		(State if wedges removed)	
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking		Equipment letter	-
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails		Anchors, No. of	3 Bower, 1 Stream, 1 Kedge
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stenson		Cables (State if now ranged)	Yes
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 195 Fms mean diamr.	15/32"
Keelsons	-	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		(on board)	210 size 14
Stringers	-			" " at other places		" Rule length	Good
Inner Bottom Plating	-			Stringers, Clamps & Shelves		Chain Locker	Good
Have the Tanks been examined internally?	Yes			Salting		Hawser & Warps	-
Have the Tanks been tested?	Yes			(State if examined)		Standing and Running Rigging	Good
						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, 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

Character Assigned

WED. 1 MAR 1950

Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN

Reclassified 11.49 + Linc 11.49
S.S. WLN. 9.49
D.B.S. 11.49

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.

Cables: 195 fathoms of $1\frac{1}{4}$ " cable reduced to $1\frac{5}{32}$ ".

REPAIRS.

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

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.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight																
	Stream ...																
	Kedge ...																

CHAIN CABLES

[illegible]

Enclos.