

3 MAY 1952

(Received at London Office)

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

No. 54492

Date of writing Report 28th. Apl. 52.

When handed in at Local Office 2 May 1952

No. in  
Reg. Book.

Survey held at

BARRY.

Date, First Survey

Port of CARDIFF.

March 17th. Last Survey April 15th.

19 52.

40237

on the ~~Steel~~ Steel S.S. "TAVISTOCK".

(No. of Visits 20)

TONNAGE :-

GROSS 7126

UNDER DECK 6701

NET 4248

Built at

Vancouver B.C.

By whom

West Coast Shipbuilders Ltd

YEAR

When 1943

MONTH

4.

Owners

Island Shipping Co. Ltd.

Owners' Address

Nassau (Bahamas)

(If not already recorded in Appendix to Register Book).

Managers

Ivanovic &amp; Co. Ltd.

Port belonging to London.

Yes

ow.

Surveyed Afloat or in Dry Dock?

Both

Name of Dock Barry Graving Dock

Destined Voyage

Cell DBor DBa

feet; uE &amp; B

feet; f

fe

total 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.

Last Report, No.

58291

Port

96

(Periodical 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.

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

Yes, Owners

Representative - not required.

Was a damage report made by anyone else? if so, by whom?

Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey (B) and Damages, and S.R.L.

Renewal Freeboard Survey held. Reports Cl1(c) and Cl2 (a) forwarded.

Now done for Special Survey:-

Vessel placed in dry dock, bottom and rudder (lifted), cleaned, examined and coated. Holds, peaks, decks, superstructures, engine and boiler spaces, and steelwork scaled and coated as necessary, close and spar ceiling removed as required for examination of structure in way, plating in way of openings examined. All tanks, including fore and after peaks and deep tanks examined internally and tested to Rule requirements. Cables ranged, chain locker, anchors, decks, casings, boats, masts and rigging (report herewith) and general equipment examined. Hatchways, ventilators, all closing appliances, pumps, watertight doors, air and sounding pipes, windlass, steering gear (main and auxiliary) examined and found or placed in good order. Freeboard verified. (Cont)...

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								Bulwark plating etc.
Fair'd or Repaired in place	5	2						

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	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	Good	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	Good	Windlass	"	Hatches	"	Condition, how ascertained	from deck
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	"	(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Equipment letter	a+
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	Anchors, No. of	3H. 1S.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)	yes
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	" length 270	mean diamr. 2.9/32
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" Rule length 270	size 2.5/16
Stringers	"			" at other places	"	Chain Locker	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Hawser	Sufficient
Have the Tanks been examined internally	Yes			Salting	"	Standing	Good
Have the Tanks been tested?	Yes					Sails	

General Observations, Opinion as to Class, Recommendation, &amp;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 is eligible in my opinion to remain as classed with fresh dry docking date Bry.4,52 and notation "S.S. Bry.4,52 and "Cargo battens not fitted".

Reference to buckled shell plating (p.s.f.) and bilge strake plating (s.s. amidship) may now be deleted also wavy bottom plating and upper deck plating.

Survey Fee (per Section 23)	£ 63	Fees applied for,	
Btm. & Deck stiffening	18 18	2 May 1952	
Special Damage Fee (if any)	£ 26 5	Received by me,	
Travelling Expenses (if chargeable)	£ 1 19	19	
Sunday Fee.	5 5		
Second Surveyor's Fee (if any)	£		

Committee's Minute

THU 29 MAY 1952

Surveyor to Lloyd's Register of Shipping.

Character Assigned

4.52 Bry. without spl. edn. with endorsement  
S.S. Bry. 4.52 + LMC MS 4.52  
Cargo battens not fitted.

CERTIFICATE WRITTEN

010484-010494-0222 1/2

Lloyd's Register Foundation



The following repairs have been effected on account of Wear and Tear:-

Rudder (lifted) heel bush renewed.

Deep tank Division Bulkhead - Top strake after plate cropped and part renewed from aft/

3rd. vertical stiffener. Top brackets off for access and refitted.

8 x 3½ x ½ bulb angle horizontal girder fitted on stiffener side of centre line divisional bulkhead midway between top of tank and top of thrust recess and secured to stiffeners with riveted lugs. (Owners addition).

Saddle back - vertical coaming plate in way (p. & s.) welded doubler fitted.

4 top deck hatch beams faired (cargo damage).

12 tween deck hatch beams faired and angles renewed as necessary.

No.2 hold forward centre line divisional bulkhead starboard side, bracket at tank top renewed.

No.4 hold forward centre line divisional bulkhead port side, vertical B.A. stiffener removed, faired and refitted.

Note:- Cargo battens incomplete. As vessel is chartered in the iron ore trade the Owners have removed remainder of battens. Notation "Cargo Battens not fitted" will require to be made in the Register Book.

Damage (1):-

Interim Certificate issued Glasgow 31st. Dec. 1951.

Stated to have been sustained through contact with s.s. "Saint Andre" in Rothesay Dock, Glasgow on 30th. Dec. 1951.

Port side Forward (No.1 Hold).

After bulwark plate removed, faired and refitted.

Bulwark rail bar in way removed, faired and refitted.

4 Stanchions and 3 tier rails removed, faired and refitted.

Upper edge of Nos. 3 & 4 plates sheer strake faired in place.

Starboard side amidships (No.3 hold).

Cement boxes removed and approximately 300 rivets renewed in F9 & 10, G9, H9 and 10, shell plates cut free and faired in place. Hose tested on completion and found in order.

Damage (2):-

Deferred damage repairs (Cause not stated).

Port side.

Shell plates G6 and 7 and H6 cut loose and faired in place, 2 frames in way faired in place.

S.R.L:- Wavy bottom plating and deck plating now specially examined. The corrugation in bottom plating was confined to A. strake (p. & s.), now gauged and found no variation from those recorded in Cardiff Report No.57333 dated July 1951.

All corrugations of ¼" and over have now been faired and A. strake (p. & s.) fitted with bottom stiffening angles 6" x 3" x ½" inverted and toe welded at 5'6½" from centre line (p. & s.) between frames 40 and 126 as per sketch attached and as agreed verbally with Mr. Turnbull, Assistant Chief Surveyor.

Upper deck plating corrugations now gauged and no difference noted from previous readings.

All corrugations of ¼" and over now faired and a new deck girder consisting of 8" x 3½" x ½" B.A. fitted fore and aft under beams with ½" intercostal plates welded to deck from frames 40 to 61 and 106 - 135 (p. & s.) midway between hatch coamings and vessel's side, approximately 17'9" from centre line (as sketch). The new girders are in line with existing girders previously fitted in side bunker frame 61 - 106.



Buckled shell plating etc. (p.s.f.) and bilge strake plating (s.s.) have

now been permanently repaired as stated above.

These items may now be deleted.

3rd. Vertical stiffener. of brackets off for access and refitted.

This vessel has now changed Ownership. The vessel's name and Port of Registry

remain the same and the New Owners are as follows:-

Island Shipping Co. Ltd. of Nassau.

Managers - Ivanovic & Co. Ltd, Stone House, Bishopsgate, LONDON E.C.2.

Vessel undocked 10/4/52.

*Y. Guir*



No. 2 hold forward center line divisional bulkhead starboard side, bracket at tank top

removed.

No. 4 hold forward center line divisional bulkhead port side, vertical s.s. stiffener

removed, failed and refitted.

Note:- Cargo battens incomplete. As vessel is chartered in the iron ore trade

the Owners have removed remainder of battens. Notation "Cargo battens not fitted" will

require to be made in the Register Book.

Damage (1):-

Interim Certificate issued Glasgow 31st Dec. 1951.

Stated to have been sustained through contact with s.s. "Saint Anne" in "Cobham Dock,"

Glasgow on 30th Dec. 1951.

Fore side forward (No. 1 hold).

After bulkhead plate removed, failed and refitted.

Fore side rail in way removed, failed and refitted.

4 Stanchions and 3 tier rails removed, failed and refitted.

Upper edge of Nos. 3 & 4 plates sheer strake failed in place.

Starboard side midships (No. 3 hold).

Cement boxes removed and approximately 300 rivets renewed in No. 3, No. 4, No. 5 and No. 6 shell

plates cut free and failed in place. Rose tested on completion and found in order.

Damage (2):-

Deferred damage repairs (Cause not stated).

Port side.

Shell plates 66 and 7 and 8 cut loose and failed in place, 2 frames in way failed in place.

Wavy bottom plating and deck plating now specially examined. The

corrosion in bottom plating was confined to -3- (p.s.f.), now gauged and found

no variation from those recorded in Garthill Report No. 57353 dated July 1951.

All corrugations of  $\frac{1}{2}$ " and over have now been failed and A-strake (p. & s.) fitted

with bottom stiffening angles 6" x 3" x  $\frac{1}{2}$ " inverted and toe welded a  $\frac{1}{2}$ " x 5'6"

line (p. & s.) between frames 40 and 126 as per sketch attached and as agreed verbally

with Mr. Turnbull, Assistant Chief Surveyor.

Upper deck plating corrugations now gauged and no difference noted from previous readings.

All corrugations of  $\frac{1}{2}$ " and over now failed and a new deck girder consisting of 6" x 3 $\frac{1}{2}$ " x  $\frac{1}{2}$ "

B.A. fitted fore and aft under beams with  $\frac{1}{2}$ " intercostal plates welded to deck from frames

40 to 41 and 106 - 133 (p. & s.) midway between hatch coamings and vessel's side.

approximately 14'9" from center line (as sketch). The new girders are in line with

existing girders previously fitted in side bunker frame 61 - 106.