

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26/2/53 When handed in at Local Office 25/2/53 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at South Shields Date, First Survey 7/2/53 Last Survey 16/2/53
 Reg. Book. on the Wood, Iron or Steel BELGRAVE (No. of Visits 7)

53095 TONNAGE:— Built at Burntisland By whom Burntisland S.B. Co. Ltd. When 1938 MONTH 1
 GROSS 1076 Owners O. Dorey & Sons, Ltd. Owners' Address _____
 UNDER DK. 740 Managers _____ Port belonging to Guernsey
 NET 605 (It not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Brigham & Cowan's Destined Voyage _____
 Cell DBor DBa _____ feet; uE & 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. 35829 Port Sld

(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.

Society's Freeboard (if assigned) as painted on Ship and now verified } ✓ ft. ✓ ins.

Owners' Superintendent. Not required. Was a damage report made by anyone else? if so, by whom? Underwriter's Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Docking, S.R. List.

Damage Stated to have been caused by heavy weather whilst on Voyages Goole - Guernsey, 1st to 3rd February 1953, and Guernsey - Tyne, 4th to 6th February 1953.
Damage Situated on rudder, Sternframe, and sundry started rivets.

Now done - Vessel placed in dry dock. Bottom, sides and rudder cleaned, examined and found or placed in good order and recoated.

Repairs

A number of defective rivets in No 1 keelplate from aft cap welded.
Odd defective rivets in bottom shell cap welded.
A number of started rivets in port shell plate E5 from aft renewed.

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 Fairled or Repaired								
Fairled or Repaired in place ...								<u>Sternframe etc. as Rpt.</u>

PRESENT CONDITION OF THE	Good	not exd.	Good	not exd.	Good	not exd.	Good	not exd.
Decks								
Caulking of Decks								
Coamings								
Beams & Fastenings								
Outside Plating								
" " in way of sidelights								
Frames								
Reverse Frames								
Longitudinals								
Transverses								
Floors								
Keelsons								
Stringers								
Inner Bottom Plating								
Have the Tanks been examined internally?	<u>No.</u>							
Have the Tanks been tested?	<u>aff peak, ERDB</u>							
Bulkheads								
Ceiling								
Cement or Asphalt								
Rudder								
Steering gear and its connections								
Windlass								
Have pumps been examined and found efficient?								
Have Sluice Valves been examined and found efficient?								
Have Watertight Doors been examined and found efficient?								
Have Ventilators and their Coamings been examined and found efficient?								
Air and Sounding Pipes								
Doubling Plates under Sounding Pipes								
Engine Room Skylights								
Coal Bunkers, Openings, Covers, &c.								
Oil Bunkers								
Scuppers								
Cargo Hatchways								
Hatches								
Planking								
Caulking								
Treenails								
Breasthooks & Stemson								
Transoms, Pointers & Crutches								
Timbers of Frame at openings								
" " at other places								
Stringers, Clamps & Shelves								
Siding								
Copper, or Y.M.								
(State if on Felt.)								
When fitted, Month								
Year								
Boats								
Masts, Yards, &c.								
Condition, how ascertained								
(State if wedges removed.)								
Equipment letter								
Anchors, No. of								
Cables (State if now ranged)								
" length								
" Rule length								
Chain Locker								
Hawsers & Warps								
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 eligible in my opinion to remain as classed with fresh record of dry docking 2,53 subject to Sternframe (EW 2,53) being specially examined at next docking.

Endorsements: A number of keel and bottom shell plates (p. + s) and stem bar slightly buckled.

Survey Fee (per Section 23)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£	15	15	0
(per Sec. 23) Late Attendance	£	4	4	0
Travelling Expenses (if chargeable)	£	:	12	6
Second Surveyor's Fee (if any)	£	:	:	

Received by me,

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Committee's Minute TUES. 24 MAR 1953
 Character Assigned 2.53 Shb subject
S.2.53

Rpt. Hnd. 20.6.53

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

013260-013267-0121/2

BELGRAVE

SHEET 2.

Engine room double bottom tank:- 3 frame foot bracket angles removed, reforged, riveted and caulked. 2 frame foot bracket angles renewed.

Engine-room D.B. tank tested and proved Satisfactory. Renewed Side shell rivets hose-tested and proved Satisfactory.

Rudder :- A number of loose and started rivets renewed.

Eddy plate on rudder in way of bottom finke renewed.

Rudder gudgeons rebushed (Note: Bushes were missing from 2 gudgeons when vessel was docked).

Stemframe:- Sole-piece was found to be fractured. It was found in examination that a 2" transverse crack existed on the Starboard bottom side of the solepiece. On removal of Panels of the cheek plates for further examination this fracture was found to extend up the Starboard side of the sole-piece, running through a rivet hole. It was also evident on the port side of the frame through the same hole and on keeling was found extended through the frame up to approximately half the depth of the sole-piece. Three other fractures of lesser degree were found on the Starboard side, and one other on the port side - these fractures extending into the stemframe for a depth of approximately $\frac{3}{4}$ ". The positions of these fractures are shown on attached drawing, and shown reed out in preparation for welding on attached photographs.

check-plates p. 25. were cropped, part removed; fractures

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

ANCHORS.

Number of Certificate.	Anchor. ^o	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 "															
	Collecting 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.

[illegible]

cut out and rivet holes in Sternframe countersunk $\frac{7}{8}$ S. These rivet holes were then filled by steel rods hammered in and cut $\frac{3}{8}$ " short at each side. Tarpaulin tents were erected round the Sternframe and the sole-piece was heated for approximately 12 hours by charcoal brazier. Fractures were then electrically welded, each run of weld being peened after deposit, and remaining $\frac{3}{8}$ " of rivet holes flush welded. On completion of welding, the welds were immediately buffed smooth and examined; the solepiece was then wrapped with asbestos sheeting and canvas and left to cool P.T.O.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

BELGRAVE

SHEET 3.

for 12 hours. The asbestos was then removed, when it was found that another fracture had developed on the starboard upper side of the sole-piece at the bottom of the inboard radius. This fracture was cut out, stem frame again preheated and the procedure repeated.

On examination after cooling, minor hair cracks were cut out and welded (indicated by chalk rings in photographs of finished weld).

Removed portions of cheek plates were then renewed with $\frac{3}{4}$ " thick plates with welded butts, extended as shown in drawing and connected to stemframe by fillet welds and plug welds in $3" \times 1\frac{1}{2}"$ slots with rounded ends.

After peak tank tested on completion of repair and proved satisfactory.

Docking

Now done - Vessel placed in dry dock. Bottom, sides and rudder (lifted) cleaned, examined and recoated.

Weather decks, casings, superstructure bulkheads, hatch coamings and closing appliances, steering gear (main and auxiliary), boats, windlass and equipment generally examined and found satisfactory. Steering gear tested and proved satisfactory.

Repairs - minor repairs effected.

S.R. List :- no repairs effected to the following Category 'B' items which were examined and remain efficient - 'A number of keel and bottom shell plates (p. & s.) and stem bar slightly buckled'.

It is submitted that the following item be added to the
S.R. List - 'Sternframe (EW 2,53) being specially examined at next docking'.

Sw. Gresham.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.