

Rpt. 8.

(Received at London Office)

18 OCT 1950

No. 17988

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

Date of writing Report... 16th Oct. 19 50

When handed in at Local Office... 16th Oct. 19 50

Port of BRISTOL

No. in Survey held at Bristol

Date, First Survey 18th Sept. Last Survey 14th October, 19 50

Reg. Book.

75405 on the ~~Wool Iron~~ Steel S.S. "SANDHOLM"

(No. of Visits 14)

TONNAGE :  
GROSS 363  
UNDER DK 267  
NET 133

Built at Newcastle

By whom J. &amp; D. Morris Ltd.

When 1920

MONTH 9

Owners Holms Sand &amp; Gravel Co., Ltd.

Owners' Address - -

(If not already recorded in Appendix to Register Book)

Managers T. R. Brown &amp; Sons Ltd.

Port belonging to - -

Surveyed Afloat or in Dry Dock?

Both

Name of Dock Albion Dock

Destined Voyage - -

Cell D B or D Ba feet; uE & B feet; f feet  
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. 17951 Port BRS.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER	Machinery and Boiler
* for Special Survey	Survey
Date of last Survey and of Periodical Surveys	(Including date of N.B., if any).
FLCOA 7,49	FLMC 4,46
SS.Brs. 4,46 (Dr)	BS 7,49 3/50
	TS CL 3,49

For service in the Bristol Channel limiting port seawards Swansea.

Fitted for pumping and carrying sand in bulk.

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. 9 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR part Special Survey "D". (Completion)

Now Done : Vessel placed in dry dock. Bottom, keel and rudder cleaned, examined and recoated.

Rudder lifted and four pintles renewed.

Decks, casings, coamings, hatchways, ventilators, air and sounding pipes, masts and riggings windlass, anchors and cables examined. The fore peak space, chain locker, forward pump room drainage jet, sand hold, aft pump room, cross bunker, engine and boiler space and space below machinery and accommodation space examined.

The fore and after peak tanks examined internally and tested as per Rule.

Ceiling and linings removed as required. Plating in way of sidelights and all framing and shell exposed, cleaned and examined and placed in good condition.

It was not considered necessary to drill test any portion of the structure.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fairred or Repaired								
Fairred or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	- -
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	- -
Coamings	Good	Cement <del>on keels</del>	Good	Oil Bunkers	- -	When fitted, Month	Year - -
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	- -
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, <del>Y.M.</del> &c.	Good
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained by examn.	- -
Frames	Good	Have pumps been examined and found efficient?	- -	Planking	- -	(State if wedges removed.)	- -
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	- -	Caulking	- -	Equipment letter	e
Longitudinals	- -	Have Watertight Doors been examined and found efficient?	- -	Treenails	- -	Anchors, No. of	2B 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 180 mean diamr 15/16	- -
Keelsons	Good	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	- -	" Rule length 165 size 15/16	- -
Stringers	Good			" " at other places	- -	Chain Locker	Good
Inner Bottom Plating	- -			Stringers, Clamps & Shelves	- -	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	Yes			Salting	- -	Standing <del>at deck</del> Rigging	Good
Have the Tanks been tested?	Yes			State if examined.	- -	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."

The vessel is in good condition and eligible in our opinion to remain as now classed and to have new record of survey 10,50 and notation of S.S. Brs. 10,50.

Survey Fee (per Section 29) S.S. D £ 23 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 29) £ :

16.10.1950

Travelling Expenses (if chargeable) £ :

Received by me,

Second Surveyor's Fee (if any) £ :

19

Committee's Minute

TUES. 14 NOV 1950

Character Assigned

10.50 Brs  
SS Brs - 10.50thine 8.50  
\$ 9.50

Surveyor to Lloyd's Register of Shipping,

Lloyd's Register  
Foundation

CERTIFICATE WRITTEN.



"SANDHOLM"

A Renewal Freeboard Survey has been carried out and freeboard marks verified.

The following repairs have now been carried out :-

Aft coffin plate found wasted, fitted with fabricated doubler welded to plating.

Starboard bilge keel released at forward and aft ends, faired and reriveted.

Port bilge keel released for full length, faired and refiveted.

Sand suction pipe, opening in hull found erroded, opening enlarged and new ring of plating veed and welded in; new compensating ring made and welded to shell. One new slide plate for closing this opening, made and fitted.

Indented bow plate C2 (p.s.) heated and faired in place.

Indented bow plate D2(s.s.) heated and faired in place, one frame in way, part cropped and renewed.

Doubler welded to deck in way of starboard fiddley door.

Doubler welded to A.P. tanktop in way of steering quadrant. Aft peak tank air pipes renewed.

Fore Peak Tank - 2 buckled stiffeners and bottom brackets riveted, one deep bracket renewed.

3 buckled stiffeners and 2 bottom brackets renewed.

standing flanges of 5 frames part cropped and renewed. Tie plate between 1st frame, port and starboard, renewed.

lower buoyancy compartment, No. 5 frame brackets, port and starboard, released and  
aired.

0 rivets renewed in upper seam of port bilge strake in way of aft pump room.

unker hatch coaming part 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.	lbs.			
	1st Bower	5000									5000						
	2nd "	5000									5000						
	3rd "	5000									5000						
	Collective Weight	15000									15000						
	Stream.....	5000									5000						
	Kedge .....	5000									5000						

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

## CHAIN CABLES.

[illegible]

Five main hatch coaming brackets renewed.

Boiler casing top part cropped and renewed. Funnel foundation plate renewed.

Two engine room floors (p.s.) part cropped and renewed.

Sundry minor repairs also effected.

S.R.L. : Nothing done at this time. Please see Bristol Report No. 17951.