

23 OCT 1953

Rpt. 8.

(Received at London Office)

No. 913

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th Oct. 1953 When handed in at Local Office 15th Oct. 1953

Port of KIEL

No. in Survey held at KIEL Date, First Survey 10th April Last Survey 16th October, 1953
Reg. Book 04495 on the Wood, Iron or Steel M.V. "BROWNS BAY" (No. of Visits 80)

TONNAGE: Built at Ardrossan By whom Ardrosson Dockyard, Ltd. When 1948 MONTH 6
GROSS 1722 Owners Irish Bay Lines, Ltd. Owners' Address
UNDER DECK 1306 Managers Henry P. Lenaghan & Sons, Ltd. Port belonging to Belfast
NET 781 Managers Kieler Howaldtswerke AG.

Surveyed Afloat or in Dry Dock? both Name of Dock Floating Dock Destined Voyage

Cell DB or DBa feet; uE & B. feet; f. feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5793 Port Dbn

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

CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys:	Machinery and Boiler Surveys (Including date of N.B., if any).
+ 1,51	+
Damaged by fire 3,52	

Medical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to uses; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the name of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. To the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has used 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 } 2 OIL ENGINES 1 ins.

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

OR EXAMINATION AS PER RULE, FOR Special Survey for Reclassification (See London letter of 8th April, 1953) and Re-Assignment of Freeboard.

ONE: Vessel placed in dry dock. Bottom and rudder (removed), cleaned, examined, placed in good order and coated. Anchors and cables ranged, examined and retested or renewed as required. The holds, tween decks, peaks, coal bunker for domestic purposes, engine and boiler spaces and deck houses cleared. Steelwork examined throughout, scaled, placed in good order and coated. (It was not considered necessary to drill the shell plating, the major part of side shell having been now renewed). All double bottom tanks, deep and wing tanks, fore and after peak tanks examined internally, placed in good order and tested. Decks, chain locker, masts and rigging, hatch coamings, covers and supports, tarpaulins, cleats and battening arrangements, ventilator coamings and covers, steering gear and auxiliary gear, windlass, watertight door, air and sounding pipes and striking plates, bulwark, guard rails, skylights, scuppers and sanitary discharges

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Beams and Plates.	Dk. Plates.	Other Items :-	P.T.O.
... ..	126	+2 web frames 27	-	-	+ 2x2 101	tunnel top	fr. No. 91:4 pl. renewed	in holds:	
... ..	19	210	-	-	+2x90 47	all plates in holds	fr. No. 38: all		
... ..	23	-	-	-	-	-	fr. No. 61: all except 4 plates		

CONDITION OF THE	GOOD	GOOD	GOOD	GOOD
Bulkheads	good	good	good	good
Ceiling	"	"	"	"
Cement or Asphlt	"	"	"	"
Rudder	"	"	"	"
Steering gear and its connections	"	"	"	"
Windlass	"	"	"	"
Have pumps been examined & found efficient?	yes	yes	yes	yes
Have Watertight Doors been examined and found efficient?	yes	yes	yes	yes
Have Ventilators and their Coamings been examined and found efficient?	yes	yes	yes	yes
Air and Sounding Pipes	good	good	good	good
Doubling Plates under Sounding Pipes	yes	yes	yes	yes
Engine Room Skylights	good	good	good	good
Coal Bunkers, Openings, Covers, &c.	"	"	"	"
Oil Bunkers	good	good	good	good
Scuppers	good	good	good	good
Cargo Hatchways	"	"	"	"
Hatches	"	"	"	"
Planking	"	"	"	"
Caulking	"	"	"	"
Treenails	"	"	"	"
Breasthooks & Stenson	"	"	"	"
Transoms, Pointers & Crutches	"	"	"	"
Timbers of Frame at openings	"	"	"	"
" " at other places	"	"	"	"
Stringers, Clamps & Shelves	"	"	"	"
Salting	"	"	"	"
Copper, or Y.M. (State if on Felt.)	"	"	"	"
When fitted, Month	"	"	"	"
Boats	good	good	good	good
Masts, Yards, &c.	"	"	"	"
Condition, how ascertained	by exam.	by exam.	by exam.	by exam.
Equipment letter	r	r	r	r
Anchors, No. of	3 B 1 S	3 B 1 S	3 B 1 S	3 B 1 S
Cables (State if now ranged)	yes	yes	yes	yes
length 210 f. mean diam. 1 3/4"				
Rule length 240 f. size 1 3/4"				
Chain Locker	good	good	good	good
Hawsers & Warps	sufficient	sufficient	sufficient	sufficient
Standing and Running Rigging	efficient	efficient	efficient	efficient

Observations, Opinion as to Class, Recommendation, &c. :-

It is 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 the 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," or "to remain as classed and to have record of survey, 1,38, and the notations of as No. 1-38."

The vessel, as far as now seen, is eligible, in our opinion, to be re-classed * 100 A 1, and to have fresh dry docking 9,53, and the notation of s.s. Kel.-10,53 and Reclassed 10,53. The masts not fitted in 'tween decks.

Re-class.S.S.	86	5	0
Repair Fee (if any)	£ 300	0	0
Fees (if chargeable)	£ 34	0	0
Surveyor's Fee (if any)	£		

Fees applied for, Received by me, 19

TUESDAY 2 NOV 1953

Surveyor to Lloyd's Register of Shipping.

Assign +100A1 9,53 Kiel
S.S. Kel. 10,53 + LMC 10,53
Both S(N) 6,53 DBS 10,53

"Cargo battens not fitted in 'tween decks" Reclassed 10,53

Lloyd's Register of Shipping Foundation

Is Certificate required? If so, to be sent to 002846-002852-0146 1/2

renewed as necessary, examined and placed in good order. Freeboard re-assignment survey carried out and freeboard verified.

REPAIRS NOW DONE: (Plates and frames numbered from aft)

SHELL PLATING: Renewed: Port: D. 3+4 E. 8,9,10,11 + 12 F. 1,2,3,5,7,8,9,10,11,12,13,14+15, G. 3,4,5,6,7,8,9,10,11,12,13, 14+15, H. 4,5,6,7,8,9,10,11,12,13,14,15 + 16 J. 3,4,5,6,7,8,9,10 + 18 K. 4,5,6,7,8,9,10+12 starbd.: D. 3,4 + 5 E. 7,8,9,10 + 12 F. 1,2,3,4,8,9,10,11,12,13 + 15 G. 3,4,5,6,7,8,9,10,11,12,13,14 + 15 H. 4,5,6,7,8,10,11,12,13,14 + 16 J. 3,4,5,6,7,8,9,10,17 + 18 K. 1,4,5,6,7,8,9,10,11 + 12 (126)

removed, faired and refitted: port: A. 11 D. 5 + 6 E. 4 + 7 F. 4 + 6 H. 1 + 3 J. 17 starbd.: A. 11 C. 2 D. 6 F. 5, 7 + 14 H. 3, 9 + 15 (19)

faired in place: Flat keel: 10 + 11 port: B. 12 C. 2 E. 5 F. 16 J. 2 K. 13 starbd.: A. 1 + 2 B. 7 C. 3 + 7 E. 3,4,5,6 + 11 F. 8 G. 16 H. 1 K. 13 (23)

Frames: Nos. 8 to 37 (p+s) cropped above tunnel top. The upper ends of Nos. 17 to 24 + 27 (p.s.), No. 33 (ss) and the web frames No. 16 (p+s) have been renewed (butts EW and strapped). The remaining frames removed, faired and refitted (butts EW and strapped). Nos. 39 to 116 (p+s): renewed port: Nos. 54, 62 to 68, 70, 93, 94 starboard: Nos. 62 to 65, 94 removed, faired and refitted: all remaining frames

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Weight, Test per Certificate, Weight Required by Rules, Description of Anchor, Makers, Where and when tested and Superintendent. Includes entries for Bower anchors and Stream anchors.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent. Includes entries for 90093/94/95 and 18149/50 cables.

Bilge brackets Nos. 74, 75 and 76 (p+s) repaired and fitted with reversed O.A. Inner bottom plating in Nos. 1+2 hold from frame Nos. 61 to 116 removed, faired and refitted under deep tanks fr. Nos. 26-38 three plates removed, faired and refitted. Tunnel and tank top plating in No. 3 hold entirely removed, faired and refitted, and plating in way of the small lub. oil and fuel oil storage tanks at frames Nos. 34 1/2 - 38 renewed. All beams of tunnel and tank top plating frame Nos. 8 to 37 removed, faired and refitted. Longitudinal bulkheads of wing tanks (p+s) removed, faired and refitted incl. stiffeners and brackets from frames Nos. 23 to 38, except one plate of 27.25' x 5.6' x .36" (p+s) which has been renewed. Longitudinal and transverse bulkheads of fresh water tank fr. No. 26-33 and of oil fuel overflow tank fr. Nos. 34-38 removed, faired and refitted. Lub.oil and fuel oil tanks above the overflow tank at frames Nos. 35-38 entirely renewed.

REPAIRS NOW DONE: (contd.)

Transverse Bulkheads: at frame No. 7: in tweendeck incl. stiffeners removed, faired and refitted, boundary angles renewed. at frame No. 10: in tweendeck incl. stiffeners renewed, except two middle plates which have been removed, faired and refitted, at frame No. 34: in tweendeck: one plate, 5 stiffeners and boundary angles renewed and the remaining steelwork removed, faired and refitted, at frame No. 38: plating incl. stiffeners removed, faired and refitted, boundary angles, (outside of oil tanks) stiffener brackets and lugs renewed, at frame No. 61: plating incl. stiffeners above inner bottom removed, faired and refitted, boundary angles renewed, at frame No. 91: plating incl. stiffeners above inner bottom removed, faired and refitted, except four plates of 7.6' x 4.3' x .26 each which have been renewed. Boundary angles and frames renewed.

Tween Deck: (frame Nos. 61 to 124): Deck plating including 14 doublers renewed except four plates fwd. of No. 1 hatch (p+s of middle plate) which have been removed, faired and refitted. All deckbeams removed, faired and refitted and beam brackets renewed. Girder fr. No. 116 to 124 removed, faired and refitted with part new material fr. Nos. 91 to 99 (p+s) removed, faired and refitted with new angle bars and lugs. Fr. Nos. 87 to 91 (p+s) renewed. Fr. Nos. 61 to 70 (p+s) removed, faired and refitted with new angle bars and lugs.

Hatch girders of Nos. 1 + 2 hatches: 21' of each girder renewed, remainders and hatch end beams plating removed, faired and refitted; angle bars, lugs, tripping brackets and hatch coamings renewed.

Pillars in Nos. 1 + 2 lower holds removed and refitted with new bottom and top plates.

Main Deck: (frame Nos. 5 to 129) Plating incl. all doublers and stringer angles renewed.

Deck beams: renewed from frames Nos. 9 to 43, 56 to 70 and 87 to 99 removed, faired and refitted: frame No. 6, from frames Nos. 44 to 55, 71 to 86 and 100 to 132.

Beam brackets: 172 renewed and 96 removed, faired and refitted.

Girder: from frames Nos. 16 to 35 (p+s) renewed Nos. 38 to 44 (p+s) renewed Nos. 61 to 70 (p+s) renewed Nos. 87 to 99 (p+s) renewed Nos. 116 to 125 (CL) removed, faired and refitted.

Hatch side and end coamings of Nos. 1, 2 and 3 hatches renewed.

Pillars: at frames Nos. 16, 70, 87 and 99 renewed. 43, 50 and 56 removed and refitted.

Poop Deck: (frame Nos. 4 to 66) Entirely renewed incl. deck beams, beam brackets, girders, pillars, hatch coamings, stringer angles and doublers.

Forecastle deck: (frames Nos. 116 to stem) Entirely renewed incl. deck beams, beam brackets, girders, steel walls of store spaces at frames Nos. 120 1/2 to 123 and the bulkhead between hawse pipes at frame No. 128.

Bulwark in fwd. Well: Plating and stanchions removed, faired or repaired and refitted except one plate on portside which is renewed. Railbars renewed.

Bulwark on poop and bridge deck: Plating: 2 plates on port side and 3 plates on starboard side renewed, all other plates removed, faired and refitted. Railbars and stanchions renewed.

Partition bulkheads in bridge tween deck amidships removed, faired and refitted with part new material.

Deck erections above bridge deck amidships incl. boat deck and navigating bridge. The entire steel work removed, appr. 70% renewed and the remainder faired or repaired and refitted.

Masts and Samson posts removed, 2.5 metres of the bottom ends renewed and satisfactorily welded to the original masts or posts.

Rigging entirely renewed.

Boats and davits overhauled and boat gear renewed.

Hatches: 10 shifting beams of No. 3 main and bridge deck hatches and one shifting beam of No. 2 tween deck hatch renewed. All other shifting beams overhauled. All hatch covers of 3" pine and tarpaulins renewed.

Ceiling in holds and limber boards renewed.

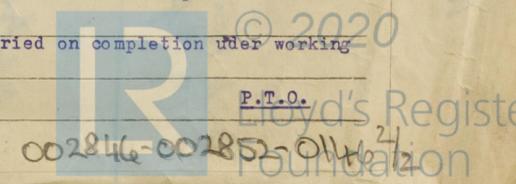
Cargo battens of 6" x 2", spaced 9" apart fitted in Nos. 1, 2 and 3 lower holds. No cargo battens fitted in tween decks.

Watertight tunnel door removed, overhauled and refitted.

Rudder removed, placed in good order and refitted.

Steering gear machinery and hand gear overhauled and tried on completion under working conditions.

Windlass removed, overhauled, refitted and tried on completion under working conditions.



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

THE SUPERVISORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

FRIDAY 16 JUL 1954 TUESDAY 24 AUG 1954

REPAIRS NOW DONE (contd.):

- ANCHORS: 1st bower anchor renewed, 2nd and 3rd bower anchor and stream anchor retested.
- Chain Cables: 90 fms. renewed and 150 fms. retested and certificates verified.
- Stream steel wire of 4 ins. circ. and 140 metres length renewed. Copy of certificate attached herewith.
- Towline: steel wire of 3 1/2 ins. circ. and 165 metres length renewed. Copy of certificate attached herewith.
- Hawsers: 2 manilla hemp ropes of 6" circ. and 165 metres length renewed.
- Warps: 2 " " " " 5" " " 165 " " "

Deviations from the originally approved plans:

- Decks: Seams in line of openings and all butts of the renewed deck plating are welded. Heavy well rounded plates of 6.4' x 6.4' x 1.0" fitted to No. 2 hatch corners on main deck and No. 3 hatch corners on poop deck instead of the originally fitted doublers.

Vessel undocked: 29th September, 1953.

DECLARATION

This ship has been repaired under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the original Report 1 No. 72960 of 29.6.48, now returned herewith. The approved plans of midship section, profile and decks and shell expansion showing the ship as built, now returned herewith, have been compared with the repaired ship and found in order. The materials and workmanship are good.

It was originally intended to remove, fair, normalize and refit a part of the shell plates affected by fire, but on account of the testing results given below for information purposes all these shell plates have been renewed.

Plate No.	before heat treating				after heat treating (normalizing)					
	area mm ²	break.load kgs.	Ult. kg/mm ²	El. %	area mm ²	yield ₂ kg mm ²	break.load kgs.	ult. kg/mm ²	el. %	bend. 180°
G.12(ps)	444	22000	49.6	17.0	438	26.4	20100	45.9	25.0	good
G. 6(ps)	345	12200	35.5	22.5	330	20.6	12100	36.7	24.5	"
H.12(ps)	495	21000	42.4	27.0	495	21.8	18500	37.4	27.5	"
F. 9(ps)	360	14500	40.3	19.5	330	21.8	12300	37.3	27.0	"
G. 6(ss)	336	13400	39.9	27.5	330	21.5	12600	38.2	24.0	"
H. 8(ss)	345	13900	40.3	24.5	351	20.5	12400	35.3	25.0	"
G. 1(ss)	450	20000	44.4	28.0	444	24.7	19500	43.9	25.0	"
E. 8(ss)	336	13300	39.6	18.0	318	20.7	10900	34.3	21.0	"

No yield point could be ^{observed} before heat treating.

Ernst Reese
[Signature]

FRIDAY 29 OCT 1954

Reinstated class after confirmation of workmanship
Write down [unclear]

Ultimate in end of time

FRIDAY 28 MAY 1954
Write from (over Dept)

FRIDAY 2 JUL 1954
Reinstatement Red fire in 1st July

Calculation concerned & other work.

FRIDAY 19 JUL 1954
Red fire

GENERAL COMMITTEE
 Thursday 29th July 1954
 Classing Committee's decision confirmed.
[Signature]



Lloyd's Register Foundation

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