

Port of KIEL

Continuation of Report No. 913

dated 15th October, 1953

on the M.V. "BROWN'S BAY"

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

starboard:

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

starboard: 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

starboard: 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.

Number of Certificate.	Anchor.*	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.
65483 and 215 (rates)	1st Bower	36	0	14	-	-	-	33	4	0	7	35	2	-	Stockless	L.P.H.-C.H. 16/3/44	
74898	2nd "	36	0	0	-	-	-	33	2	2	0	-	-	Hingley's Challenge	Hingley & Sons, Ltd.	18/5/53 H. Philips	
64799 and 216 (rates)	"	30	3	21	-	-	-	29	7	2	0	-	-	Pattern (Cast Steel Head)	Ld.	L.P.H.-C.H. 16/3/44	
	Collective Weight	103	0	7	-	-	-	-	-	-	-	101	-	-		13/11/47 H. Philips	
65716 and 217 (rates)	Stream.....															18/5/53 H. Philips	
	Bridge.....	9	1	14	2	1	12	11	9	0	7	9	1	0	Ordinary pattern Electrically welded	unknown	L.P.H.-C.H. 16/3/44

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

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CHAIN CABLES.

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.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
90093/94/95/18149/50	76 fms.	1 1/4	552/20	77/28	3 1/2	370 2 0	240	1 3/4	Stud link	Hingley & Sons Ltd.	L.P.H.-C.H. 30/6/53
	4x15	1 3/4	552/20	77/28	3 1/2	370 2 0	240	1 3/4	link	Hingley & Sons Ltd.	H. Philips
	2x15	1 1/8	531/4	881/24	2 1/4	1 14"	-	-	"	unknown	L.P.H.-C.H. 8/9/48
492	273.544.5	561/50	885	12065	-	-	-	-	wrought iron	Hingley & Sons Ltd.	S. Bolton
	140	4	26.5	44.9	-	-	-	-	stud link	J.H. Gemp	Hamburg 5/3/53
									6x24	Lengerich/Westf.	F. Ohlzen

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.

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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:

(combined with bridge deck)

(frame Nos. 4 to 66) 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.

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.

P.T.O.

002846-002852-01146

REPAIRS NOW DONE (contd.):

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

Deviations from the originally approved plans:

<u>Decks:</u>	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.
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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. 1 yield point could be ^{observed} before heat treating.

Ernst Reuse
R

FRIDAY 29 OCT 1954

*Reinstated class
after confirmation
of workmanship
by Mr. [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
a other
work.*

FRIDAY 16 JUL 1954

Red Reuse

GENERAL COMMITTEE

*Thursday 29th July 1954
Classing Committee's
decision confirmed.*

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Lloyd's Register
Foundation

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