

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30-3 1957 When handed in at Local Office 30/3 1957 Port of Copenhagen
No. in Survey held at Aalborg Date, First Survey 11/3 Last Survey 14/3 1957
Reg. Book 67021 on the ~~Wood, Iron or Steel~~ steamship "KUURTANES"
TONNAGE: — Built at Hartlepool By whom W. Gray & Co. Ltd When 11 1906
GROSS 3088 Owners Vasaan Laiva O/Y Owners' Address
UNDER DEK — Managers — Port belonging to
NET 1713

Surveyed Afloat or in Dry Dock on pontoon Name of Dock Aalborg Værft A/S Destined Voyage
Cell DBor DBa 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. 20934 Port Mdb

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 the Surveyor 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. to Owners
Society's Freeboard (if assigned) as painted on Ship and now verified

not required. Was a damage report made by anyone else? if so, by whom? underwriters

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage and General Examination for postponement of Special Survey

Damage stated due to: 1). striking quay in Klaipeda 18/3-56
2) " " " Vasklot 19/6-56
3) " " " Hull 31/12-56
4) encountering heavy weather on voyage Narvik/Immingham 5/2-57 and Narvik/Middlesboro' 26/2-57
5) cause and date not stated.

Now done: Ship placed on pontoon. Shell plating, sternframe and rudder examined (rudder lifted)

Ship undocked 18/3-57. The following damages were noted, shell plates numbered from forward:

Port side aft:- Two shell plates (K.17 and L.17) found slightly indented. The damaged plates were carefully examined and found efficient. As the damage does not in our opinion impair 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 Faird or Repaired								
Faird or Repaired in place ..								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Keels ... good	good	good	(State if on Felt.)
Plating of Decks ...	"	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Stairways ...	"	Oil Bunkers ...	Boats ...
Stanchions & Fastenings ...	"	Scuppers ... good	Masts, Yards, &c. good
Side Plating ...	"	Cargo Hatchways ...	Condition, how ascertained from deck
" in way of sidelights ...	"	Hatches ...	(State if wedges removed.)
Frames ... good	Have pumps been examined and found efficient? ...	Planking ...	Equipment letter ...
Staircase Frames ...	Have Sluice Valves been examined and found efficient? ...	Caulking ...	Anchors, No. of 3-1
Staircase Frames ...	Have Watertight Doors been examined and found efficient? ...	Treenails ...	Cables (State if now ranged) no
Staircase Frames ...	Have Ventilators and their Coamings been examined and found efficient? ... yes	Breasthooks & Stemson ...	stated to be complete
Staircase Frames ...	Air and Sounding Pipes ... good	Transoms, Pointers & Crutches ...	" length mean diamr.
Staircase Frames ...	Doubling Plates under Sounding Pipes ...	Timbers of Frame at openings ...	" Rule length size
Staircase Frames ...		" " at other places ...	Chain Locker ...
Staircase Frames ...		Stringers, Clamps & Shelves ...	Hawsers & Warps sufficient
Staircase Frames ...		Salting ... State if examined	Standing and Running Rigging efficient
Staircase Frames ...			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 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 ship is eligible in our opinion to remain as classed and to have record of docking 3,57.
Subject to indented shell plating (port side forward) being specially examined and dealt with as
Necessary next Special Survey and subject to aftermost keelplate and F.13 and 14 (port and Stb.
(amidship) being renewed next Special Survey. ENDORSEMENT: Shellplating indented (port & stb.

Survey Fee (per Section 23) General Exam. & Kr. 520,-
Special Damage or Repair Fee (if any) 2 : :
(per Section 23)
Vetting Expenses (if chargeable) & Kr. 190,-
Bond and Surveyor's Fee (if any) 2 : :
Committee's Minute

Fees applied for,

20/3 1957

Received by me,

19

M.B. Christiansen

Surveyor to Lloyd's Register of Shipping.

TUESDAY 7 MAY 1957

Character Assigned

White Owners
(no ss limit)

D5 357 subject to m. (with endt.)
(Postponement SS until 3.58 approved)

NOTED FOR POSTING
Noted for Header

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Lloyd's Register Foundation

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the efficiency of the ship it is recommended the damage be listed as an Endorsement.

2) Starboard side amidship: Three shell plates (F.6, 9 and 12) found slightly indented. The damaged plates were carefully examined and found efficient. As the damage does not in our opinion impair the efficiency of the ship it is recommended the damage be listed as an Endorsement.

3) Starboard side forward: Three shellplates (H.4, K.2 and L.3) found slightly indented. The damaged plates were carefully examined and found efficient. As the damage does not in our opinion impair the efficiency of the ship, it is recommended the damage be listed as an Endorsement.

4) Rudder and steering gear: Rudder lifted, all pintles and bushes renewed, gudgeons found satisfactory. All steering lead parts overhauled and renewed where required. Steering tested on completion of repairs and found working satisfactorily.

5) Port and starboard side forward.

Port side forward: Six shell plates (B.2, H.1-2, I.2-3 and K.2) found indented. The damaged plates were carefully examined and found efficient. As the damage does not in our opinion impair the efficiency of the ship it is recommended for the favourable consideration of the Committee that the repairs may be deferred to the Special Survey.

Starboard side: Three shellplates (1.2, 3-4) found slightly indented. The damaged plates were carefully examined and found efficient. As the damage does not in our opinion impair the efficiency of the ship it is recommended the damage be listed as an Endorsement.

GENERAL EXAMINATION FOR POSTPONEMENT OF THE SPECIAL SURVEY "D" (Due 3.57. Ship 50 years old) and as per the Secretary's telegram dated the 7/3-57. contd/...

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

Now done: Vessel placed on pontoon. Shell plating, sternframe and rudder, examined and found in order. Ship undocked 18/3-57.

Examined: as far as practicable

All holds and bilges, tween decks, peaks, engine- and boilers spaces, under boilers coal bunkers, weather decks, superstructure bulkheads with their closing appliances casings, ash shoots, ventilators, hatchways and all closing appliances, masts, riggs (from deck), watertight door, main and auxiliary steering gear, windlass, and general equipment, pipe casings removed as necessary.

Examined internally as far as practicable: Fore peak tank, and Nos. 2,3,4 double

Rpt. 9a

Port of Copenhagen

Continuation of Report No. 16274 dated 30th March, 1957 on the

S. S. "KUURTANES"

bottom tanks.

This ship is considered in an efficient condition meantime, and it is submitted that the Owners' request for postponement of the Special Survey for 12 months in our opinion merits the favourable consideration of the Committee.

Wear and Tear Repairs:

Main deck: Two minor doublers fitted in forward well (starboard). One minor doubler fitted forward of provision room (port side) in way of aft end No. 2 hatchway. One plate (centre strake) cropped and part renewed at forward end of No. 3 hatchway. One minor doubler fitted in after well (port side).

Bridge deck: One minor doubler fitted port side at after end of midship deckhouse.
One ventilator coaming renewed (port side).

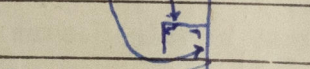
Bulkheads: Forepeak bulkhead: One minor doubler fitted to lower strake (starboard side)

Bulkhead betw. hold No. 1 and 2: Two minor doublers fitted to second lower strake at stringer.

Bulkhead betw. engine room and hold No. 4: One doubler fitted to lower strake (stb. side)

Hatch beams: 5 off hatchbeams repaired (topangles partly reriveted).

Shellplating: The aftermost keelplate found partly worn, now fitted with a doubler. The shellplates (F.13 and 14) (port and starboard) now temporarily repaired by cropping and part renewed of plates. Apparently some plates are worn just below lower stringer in holds



(F.strake) and it is recommended that special attention to these parts, where access is very difficult, is paid at the Special Survey.

It is, however, recommended that ship's class be made subject to the aftermost keel-plate and shellplates F.13 and 14 (p & s) be renewed at the Special Survey.

A number of rivets in side shell plating repaired by welding.

The wear and tear repairs now effected are temporary repairs only in order to make the ship efficient for the period until the Special Survey now being postponed at the request of the Owners. Special attention should be paid to all the above parts when the ship is carrying out the Special Survey.

Conditions of Class: Indented shell plating (port side forward) please see damage No. 5, was specially examined and found efficient. The damage to be dealt with as necessary next Special Survey.

ENDORSEMENT: The damage repairs now deferred and eligible to be listed as an Endorsement are recommended as: Shellplating indented (port and starboard).

INTERIM CERTIFICATE issued, copy attached. Copy forwarded to the Helsingfors Surveyors.

M. B. &