

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12-2-1953

When handed in at Local Office 19

Port of Amsterdam

No. in Reg. Book.

Survey held at Amsterdam

Date, First Survey 29-12-52

Last Survey 24-1-

1953

on the Wood, Iron or Steel

S/S "SIREDAL"

(No. of Visits 14)

TONNAGE:-

GROSS 5135

UNDER DK 4480

NET 3160

Built at Sunderland

By whom Barkham & Sons Ltd

YEAR

MONTH

When 1950 12

Owners A/S Rudolf

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers A. J. Langfeldt & Co

Port belonging to Christiania

Surveyed Afloat or in Dry Dock?

both

Name of Dock N.D.S.M. V.O.F.

Destined Voyage 4.2.53 Narvik

Cell DBor DBa

feet; uE & B

feet; f

f

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. 519

Port

BMN

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.

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

Society's Freeboard (if assigned) as painted on Ship and now verified

ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Conversion to oil firing.

Vessel has been placed in drydock, bottom and rudder cleaned, examined, found or made in good condition and recoated.

Rudder main piece and stern frame sole piece (E.W. 1.52 - See S.R.R.) specially exnd Found good. A new sharp corrosion s.s. sole piece has been E.W. new. It is recommended sole piece (E.W. 1.53) to be specially examined next drydocking. A new S.M. steel inlet chest p.s. E.R. has been fitted. An effective doubling plate in way has been made (Fitted between frame 78 and 79).

After mast heel plate has been doubled. H-shake N°6 from aft partly renewed (fractured at toe of stinger bracket). On completion hose tested and found tight.

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

Decks	good	Bulkheads	good, see report	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	good, see report	Rudder	good	Scuppers	"	Boats	not ex nd
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	good
" " in way of sidelights	not ex nd	Windlass	"	Hatches	"	Condition, how ascertained	from deck
Frames	good, see report	Have pumps been examined and found efficient?	not ex nd	Planking	"	(State if wedges removed.)	
Reverse Frames	"	Have Stillee Valves been examined and found efficient?	not ex nd	Caulking	"	Equipment letter	Y
Longitudinals	"	Have Watertight Doors been examined and found efficient?	not ex nd	Treenails	"	Anchors, No. of	complete
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	good	Breasthooks & Stems	"	Cables (State if now ranged)	not
Floors	not ex nd	Have the Tanks been examined internally?	see report	Transoms, Pointers & Crutches	"	" length (on board.)	mean diam.
Keelsons	"	Have the Tanks been tested?	see report	Timbers of Frame at openings	"	" Rule length	size
Stringers	"	Have the Tanks been tested?	see report	Stringers, Clamps & Shelves	"	Chain Locker	not ex nd
Inner Bottom Plating	good, see report	Doubling Plates under Sounding Pipes	not ex nd	Saiting	"	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	see report			State if examined		Standing and Running Rigging	efficient
Have the Tanks been tested?	see report					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."

The vessel is in a good and efficient condition and in our opinion eligible to be continued as classed with fresh dating date 1.53 (Ans.) and notation "Fitted for oil fuel F.P. above 150°F; 1.53, subject to rudder main piece and stern frame sole piece (E.W. 1.53) being specially examined next drydocking, indented bottom shell plating &c. (p.s.), in way of N°5 double bottom tank being examined and dealt with as necessary by next special survey.

Survey Fee (per Section 23)

Conversion and repairs

Fees applied for,

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

14-2 19 53

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

TUES 17 MAR 1953

1.53 Ans

(with endorsement)

Fitted for oil fuel 2.53 F.P. above 150°F

L. H. Kihn ^{magister} Schulte.