

19 OCT 1949

No. 17061

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

Date of writing Report 23.9.1949

When handed in at Local Office 19

Port of Amsterdam

No. in Survey held at Amsterdam Date, First Survey 7-6 Last Survey 6-9-1949

Reg. Book.

65956 on the Wood, Iron or Steel

SIS Redund

(No. of Visits 40)

TONNAGE :-

GROSS 3845 89

UNDER DK. 3889

NET 22089

Built at Flensburg

By whom Flensburg Schiffstg

YEAR MONTH

1919

Owners Rederi S/S Redund

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Hareham

Surveyed Afloat or in Dry Dock?

Both

Name of Dock A. D. M.

Destined Voyage Abc

Cell DBor DBa feet; uE & B feet; f feet  
total capacity tons. PPT 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. 6949 Port Stem

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

CHARACTER.

\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Machinery and Boiler  
Surveys  
(Including date of N.B., if any).

10041-648	BS 4.44
Sheltered & Sub	LMC 6.46
S.S. 6.46 (Dr)	TS 8.44 cl
1st, Sheltered	
2nd, Sheltered	

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.

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. Yes, to Owners

Society's Freeboard (if assigned), as painted on Ship and now verified } ft. ins.

Representative, not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage, Conversion to oil burner and Part Special Survey

The vessel is reported to have sustained damage through the following casualties:

A. Contact with breakwater at Algiers on the 20th August 1948 on a voyage from Coten to Alexandria.

B. Contact with tug and lighter whilst loading at Eleusis (Greece) on the 12th September 1948

C. Collision with ss. "Baltanglia" at Kastykote on the 21st December 1948

D. Contact with quay wall at Gdansk on the 26th December 1948

E. Contact with the break water in Gdynia Roads on the 16th February 1949

F. Heavy weather on a voyage from Rouen to Safi (Morocco) on the 17th January 1949 and subsequent dates.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	1 partly 5th partly	3		38+40 partly		48		
Removed and Fair'd or Repaired	10+2 partly							
Fair'd or Repaired in place	17	4						

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	lower parts good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, & Scuppers	good	(State if on Felt.)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	after repair good	When fitted, Month	Year
Beams & Fastenings	not end	Rudder	"	Scuppers	good	Boats	not end
Outside Plating	good	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	
" in way of sidelights	not end	Windlass	"	Hatches	"	Condition, how ascertained	
Frames	lower parts and upper good	Have pumps been examined and found efficient?	not end	Planking		(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	R
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	not end	Treenails		Anchors, No. of	not completed at this occasion
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes good	Breasthooks & Stemson		Cables (State if now ranged)	not ranged
Floors	good	Air and Sounding Pipes		Transoms, Pointers & Crutches		" length	mean diam.
Keelsons	"	Doubling Plates under Sounding Pipes		Timbers of Frame at openings		" Rule length	size
Stringers	not end			" at other places		Chain Locker	not end
Inner Bottom Plating	good			Stringers, Clamps & Shelves		Hawsers & Warps	sufficient
Have the Tanks been examined internally?	yes			Salting		Standing and Running Rigging	not end
Have the Tanks been tested?	"			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 a good and efficient condition and eligible in our opinion to be continued as classed and to have record of docking 9-49 and notation of SS with place and date when the Special Survey will be completed, subject to a lower anchor and 45 fathoms of cable to be supplied as previously

Survey Fee (per Section 29)	£ 800.00
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 600.00
Travelling Expenses (if chargeable)	£ 63.50
Second Surveyor's Fee (if any)	£ 96.00

Fees applied for,

6-10 1949

Received by me,

19

recommended and to indented shell plating p.d. in way of cross bunker and indented bottom plating p.d. after being dealt with at bunker

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

9.49 Ams subject (with endorsement)

S.8.49 AS 9.49 Fitted for oil fuel 9.49 FL Plate 1500

004062-004066-0095 '45







S.S. Lidsund

- No 107 floor renewed  
 109 " " except from 1<sup>st</sup> to 2<sup>nd</sup> side keelson  
 111 " " " 1<sup>st</sup> " 3<sup>rd</sup> "  
 113, 115, 117, 119 floors renewed from 2<sup>nd</sup> side to margin plate  
 118 top angle renewed from 2<sup>nd</sup> side keelson to margin plate  
 120 top " "  
 121 floor " "  
 122 top angle " "  
 123 floor " except from 1<sup>st</sup> to 2<sup>nd</sup> side keelson  
 124 top angle " "  
 127 floor " from 1<sup>st</sup> to 2<sup>nd</sup> side keelson  
 W.B. floor 129 (between No 142 db tanks) renewed  
 1<sup>st</sup> <sup>side</sup> keelson inter costal plates renewed frame 91-101, 107-115, 123-127  
 2<sup>nd</sup> " " " 91-95, 111-115  
 3<sup>rd</sup> " " " 111-115

On completion of damage repairs d.b. tanks in way tested, shell and bulkheads have tested, all found or made tight.  
 Bottom and rudder found in good condition and recoated.

Conversion to oil burner

The vessel has been converted from coal to oil burning.  
 The following spaces have been made suitable to carry oil:  
 After peak tank (enlarged forward to frame 17)  
 No 1, 2, 4, 5 db tanks  
 The after peak tank has been made in accordance with plan No 34258 as amended and approved in London 21-6-49  
 Except the renewals stated on this plan several parts have been renewed including parts of the tank top (deck) in accommodation spaces, deck of tunnel recess, parts of the former peak bulkhead and some frames, stiffeners and brackets.  
 A wooden lining and a gutterway have been fitted against the new bulkhead 5" (a/baft) frame 17.  
 The floor No 64 has been renewed and made oil tight, forming a cofferdam (64-65) between the engine room circulating water d.b. tank and the No 5 oil db tank.  
 A complete new ceiling has been laid in all holds.  
 For repairs please see later.  
 On completion of repairs all oil compartments tested.  
Part Special Survey.  
 Now done:  
 Rudder and steering gear.  
 Fore peak tank, after peak tank and all db tanks internally and tested  
 Bilges throughout.



Repairs.

N<sup>o</sup> 1 & 2 db tank top plating, counted from fore peak bulkhead.

N<sup>o</sup> 1 & 2 sb waist ships plates renewed.

Middle line strake N<sup>o</sup> 3, 4 & 7 "

PS A 1, 2, 3, 4 & 8 "

A 6 removed for access and replaced,

B 1, 2, 3, 4 & 8 (partly) renewed

C 2, 3 & 5 "

C 6 removed for access and replaced

D 4 partly renewed (4 frame spaces)

Margin plate in way D 4 partly renewed (6 frame spaces)

S.S. A 4, 7 & 8 renewed

A 2 removed for access and replaced

B 3, 4, 7 & 8 renewed

C 2 & 5 "

C 3 removed for access and replaced

D 1 & 4 (partly) renewed.

Dry tank (N<sup>o</sup> 5) etc.

All top angles of skeleton floors doubled as far as not previously done.

Engine room db. tank top fore side in way of pumps etc doubled.

N<sup>o</sup> 5 & 6 tank top plating, counted from E.R. after bulkhead.

PS A 3 renewed

B 2 & 4 "

C 1 & 5 "

D 2 "

S.S. A 3 "

B 1 & 4 "

C 1 "

Internals in N<sup>o</sup> 5 db tank.

PS 1<sup>st</sup> and 2<sup>nd</sup> side inter costal keelson frame 40-41 renewed

1<sup>st</sup> "

51-55 "

N<sup>o</sup> 51, 53, 55 floor & renewed from ch keelson to 1<sup>st</sup> side keelson

N<sup>o</sup> 61 & 63 top and bottom angle renewed.

S.S. N<sup>o</sup> 40 bottom angle renewed

1<sup>st</sup> side inter costal keelson frame 40-41 renewed.

2<sup>nd</sup> "

41-45 "

N<sup>o</sup> 59, 61 & 63 top and bottom angles renewed

Channel bar vertical strut reinforcement made to floors 61, 63, 65 between ch keelson and 1<sup>st</sup> side keelson.

5th bilge brackets of the following frames have been renewed:

S.S. 40-63 (incl) and 103-152 (incl), 157, 159.

PS 22-58 (incl), 40-48 (incl), 51, 52, 55, 56, 89-152 (incl), 157, 158.

The lower parts of the following frames have been renewed

PS 23-37 (incl), 41, 44-47, 50-53, 59, 61, 63, 99-110, 112-116, 118-120, 123-131, 133-152

S.S. 23, 24, 27, 29, 32-37, 40, 43, 45, 48-58, 60-63, 102-119, 124-131, 133, 134, 138, 139-145, 147-149, 153, 154



SS Ledund.

The new butts of the frames are welded and the lengths of the renewed parts are different with an average of 2 metres.

Special Reasons List.

The bottom and shell where mentioned have been specially examined and the indentations were found local and very slight and may in our opinion be transferred to the limitation list. The equipment has not been completed at this occasion.

*[Signature]*