

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21/2 1955 When handed in at Local Office 22/2 1955 Port of Bergen
 No. in Reg. Book 91758 Survey held at Stavanger Date, First Survey 25/11-54 Last Survey 9/2 1955
61333 on the Wood, Iron or Steel Sc. Sh. "GEORGIA" (No. of Visits 16)
 TONNAGE: — Built at Vancouver B.C. By whom West Coast Shipbuilders Ltd. When 1944 - 3 YEAR. MONTH.
 GROSS 7189 Owners S/A Songdal Owners' Address ✓
 UNDER DK 6740 Managers Johan Gerrard (if not already recorded in Appendix to Register Book)
 NET 4058 Port belonging to Kristiansund

Surveyed Afloat or in Dry Dock? Both Name of Dock at Rosenberg Mek. Verstedt Destined Voyage Baltimore
 Cell DBa 135.0 feet; uE&B 47.5 feet; f 185.75 feet
 total capacity 1137 tons. FPT ✓ tons; APT 164 tons; MT 20.0 feet 742 tons.
 only alterations in the existing records of tanks should be inserted. D.T.f. 60.75 ft. 695 Tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 876 Port YnL

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. Memo Ship 17/11, Fld 19/11 Ship 3/12, 14/12, 16/12, 17/12 18/12-23/12, 29/12 Fld 4/1. To AISRMV. Ship 14/12-54, 3/1-55.

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.

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).
<u>100 A1</u>	<u>L.M.C. 2.53</u>
<u>With Freeboard 10.54</u>	<u>E.L. 2.53</u>
<u>Carrying homogeneous</u>	<u>B.S. 12.53 10.54</u>
<u>oil in Bulk FP above</u>	<u>150°F.</u>
<u>12.53</u>	<u>fitted for oil fuel 3.44</u>
<u>S.S. Str-2.53.</u>	<u>F.P. above 150°F.</u>
Society's Freeboard (if assigned) as	<u>9 ft. 9 ins.</u>
Painted on Ship and now verified	

Was a damage report made by anyone else? If so, by whom Underwriters' Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE FOR Special Periodical Survey (C.) due 2.57. Ship 11 years old, Conversion to dry cargo ship and Damage repairs.

All additional oil tank bulkheads, cofferdams below deck, all plating at top of all expansion trunks and access trunks to cargo tanks have been removed and ship restored to her original design as a dry cargo ship.

After all additional bulkheads etc. had been removed the ship was cleaned for survey and the following now done:—

Ship placed in dry dock. Shell plating, stem frame and rudder cleaned, examined and coated.

Ship undocked on the 28th. January 1955.

Examined all holds, tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of sidelights, decks, pathways, covers, supports.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames - BOTTOM	R. Frames SIDE FRAMES	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates. BOTTOM LONGITUDINAL BOTTOM STIFFS.	Other Items: TOE WELDED BOTTOM STIFFS.	STAYS	INTERCOSTAL PLATES
Renewed ...	1 partly	✓		PARTLY 2.			17 spaces	5	9.	2
Removed and Fair'd or Repaired	12	PARTLY 68	PARTLY 1.	71			35	5		3.
Fair'd or Repaired in place	20	2.		2.						

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coat Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	Cement or Asphalt <u>Good</u>	Oil Bunkers <u>"</u>	
Beams & Fastenings <u>"</u>	Rudder <u>Good</u>	Scuppers <u>"</u>	Boats <u>Good</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained by hammering (State if wedges removed.) <u>none</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>7</u>	Equipment letter <u>at 2.57</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>"</u>	Anchors, No. of <u>3 B. 1 S.</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Treenails <u>"</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>"</u>	" length <u>270 fms.</u> mean diam. <u>2 1/2 - 2 3/4</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>"</u>	" Rule length <u>270 fms.</u> size <u>2 1/16</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>Yes</u>	Timbers of Frame at openings <u>"</u>	Chain Locker <u>Good</u>
Stringers <u>"</u>		" " at other places <u>"</u>	Hawsers & Warps <u>Good & sufficient</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shelves <u>"</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally? <u>Yes</u>		Salting <u>State if examined</u>	Sails <u>✓</u>
Have the Tanks been tested? <u>Yes</u>			

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."

It is submitted this ship is eligible to be reclassified as a dry cargo ship with record of docking 1.55 and to have the notation of S.S. Str-2.55.
 Cargo battens not fitted.

Survey Fee (per Section 23) <u>S.S.</u>	<u>£2900.00</u>	Fees applied for, <u>12/2. 1955</u>
Wear and tear repairs	<u>£800.00</u>	
Special Damage or Repair Fee (if any) (per Section 23)	<u>£1500.00</u>	Received by me, <u>19</u>
Conversion	<u>£3500.00</u>	
Travelling Expenses (if chargeable)	<u>£1200.00</u>	
Freeboard Renewal	<u>£260.00</u>	
Second Surveyor's Fee (if any)	<u>£55.00</u>	
London Expenses		

Committee's Minute

Character Assigned

Note Bgr (h.m)

NORWEGIAN

Amend class to +100 A1

Ex Tanker

Cargo battens not fitted

Assigned 1.55 Str

ss. Str-2.55 + LMC

ms 2.55

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

CERTIFICATE WRITTEN

S.S. "GEORGIA"

existing ends and sides of trunks retained as hatchway coamings (except those which have been renewed due to wear and tear as stated under repairs)

Forward coaming No 4 hatchway on shelter deck shifted 2 frame spaces forward.

The stiffeners on trunk sides have been removed and hatchway coamings stiffened in accordance with approved plan.

All support bars for shifting beams extend to deck.

Existing round doubling plates at hatchway corners retained.

Shifting beams, cleats, battens, lashings etc. fitted in accordance with Rule requirements and further the shifting beams made in accordance with approved plans, but some shifting beam webs in way of second deck found to be from .40" to .42" in thickness and have therefore been reinforced by fitting at each end one 3½" x 3/8" steel flat between top and bottom flanges as below:-

No 1 Hatchway second deck:- Beams Nos. 2, 4 & 5.

" 2 " " " :- Beam No 3

" 4 " " " :- Beams Nos. 2 & 3.

" 5 " " " :- " 2, 3 & 4.

2½" pine hatchway covers only fitted to hatchways on shelter deck (at request of owners) and all covers have been fitted galvanised end bands.

Further all hatchway details in accordance with Freeboard Report submitted on the 1st. February 1955. Dimensions of hatchways on shelter deck:-

No 1. Hatchway:- 33'8" x 20'0" No 2 Hatchway:- 32'4½" x 20'0" , No 3 Hatchway 19'11" x 20'0"

No 4 Hatchway:- 35'0" x 20'0" No. 5 Hatchway:- 34'11" x 20'0"

Scuppers have been fitted port and starboard side from tween deck spaces led to the bilges.

Holds:- Bounding pipes fitted in accordance with approved plan (striking plates fitted) and bilge well provided port and starboard side aft end No 1 hold 12" diameter x 14" deep. bounding pipes fitted.

Ceiling has been fitted below hatchways in way of holds Nos. 1, 2 & 3 and all over tanktop in way of holds Nos. 4 & 5.

Efficient protection fitted in way of tanktop manholes. - Cargo battens not fitted.

Front end bulkhead of wing settling tanks insulated and fitted close lining.

All piping efficiently protected, and deck control gear for deep tank suction valves also efficiently protected.

Existing steam heating pipes in midship tween decks lagged and these and other pipes efficiently protected.

Bulkheads:- The following bulkheads extend to shelter deck:-

Aftpeak, frame No 12 to second deck and stepped at frame No 19 to shelter deck; No 40, 66, 86, 106, 135 and collision bulkhead frame No 162.

Bulkhead frame No. 58 extends to second deck.

W.T. bulkhead frame No 19 in tween deck space fitted in accordance with approved plan dated London 23/12. 54.

No openings cut in 'tween deck bulkheads.

Reinforcement of bulkheads for deeper loading:-

W.T. Bulkhead frame No 40:- Stiffeners Nos. 2 & 6 from centre line port and starboard side fitted 5" x 13/16" face flats and Nos 8 & 9 from centre line port and starboard side fitted 3½" x 5/8" face flats.

Stiffener No 4 from centre line port and starboard side in line with deck girders

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10'-0" from centre line fitted in accordance with approved plan at both sides of bulkhead.

Each stake of plating fitted 3" x 1" horizontal flats welded edge on on plain side of bulkhead.

W.T. Bulkhead frame No 86:- Stiffeners Nos. 2, 6, 8 & 10 from centre line port and starboard side fitted 5" x 5/8" face flats.

Stiffener No 4 from centre line port and starboard side in line with deck girder 10'-0" from centre line, 12" deep with 3" flange, fitted 7" x 3/4" face flat and deep brackets fitted at top and bottom.

Each stake of plating fitted 3" x 1" horizontal flats welded edge on between wing settling tanks.

W.T. Bulkhead frame No 106:- Stiffeners Nos. 2, 6, 8 & 10 from centre line port and starboard side fitted 5" x 5/8" face flats.

Stiffener No 4 from centre line port and starboard side in line with deck girder 10'-0" from centre line fitted in accordance with approved plan at both sides of bulkhead.

Each stake of plating fitted 3" x 1" horizontal flats welded edge on on plain side of bulkhead.

W.T. Bulkhead frame No. 135:- No additional stiffening fitted, as deep tanks retained in forehold, except that one horizontal 3" x 1" flat has been fitted welded edge on to upper stake of bulkhead.

In line with deck girder 10'-0" from centre line fitted stiffener in accordance with approved plan at both sides of bulkhead, full height at aft end and from 2nd deck to tanktop of deep tank at fore end.

Second deck:- New deck plating and deck beams fitted in way of previous pumprooms forward of stokehold and starboard side at forward end of 'tween deck space No 4

All ventilator coamings and companionways are in accordance with the Rules (See Freeboard Report submitted 1/2-55.)

2 new 24" diameter ventilator coamings to holds fitted on shelter deck and deck in way of these and in way of 6 existing ones has been doubled.

New main mast and rigging for same fitted in accordance with approved plan dated London 3/1-55.

Altogether 8 new 5 Ton steel derricks fitted for hatchways Nos. 1, 2, 4 & 5.

Derricks found marked B MSA. 20-12-54 376 A-C, 377 A-C.

Decks, bulkheads etc. hose tested on completion of conversion.

Double Bottom Tanks:- The existing arrangement (O.F. & W.B.) has been retained. All air pipes and sounding pipes are in accordance with approved plan dated London 31/1-55 and height of air pipes in accordance with Freeboard Report submitted 1/2-55

All double bottom tanks, cofferdams and peak tanks & settling tanks have been tested.

Existing deep tanks forward retained for the alternative carriage of water ballast or oil fuel.

Deep tank aft of Engine room between frames Nos. 58 and 66:- For W.B. or dry cargo.

The original arrangement (W.B. port side and pumproom starboard side) modified and space both sides now arranged for water ballast or dry cargo.

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Water Ballast capacity 742 Tons.

The deep tank conversion both sides carried out in accordance with approved plan, dated London 16/12-54 with the following modifications as approved in Secretary's letter (Reference Ship 29/12-54)

Starboard side:-

Stringer at front end bulkhead:- 32" x .38" with 10" x 3 1/2" x 3 1/2" x .45" / .65" channel face bar and 4 tripping brackets.

Stringer at shipside:- 24" x .40" with 10" x 3 1/2" x 3 1/2" x .45" / .65" channel face bar and 6 tripping brackets.

Stringer at aft end bulkhead:- 36" x .40" fitted one 'thwartship 10" x 3 1/2" x .50" bulwangle stiffener on underside 30" from bulkhead and 10" x 3 1/2" x .50" bulwangle face bar and 4 tripping brackets.

PORT SIDE:-

Stringer at front end bulkhead:- 3'-6" x .38" with 10" x 3 1/2" x 3 1/2" x .45" / .65" channel face bar and 4 tripping brackets.

Stringer at shipside:- 24" x .40" with 10" x 3 1/2" x 3 1/2" x .45" / .65" channel face bar and 6 tripping brackets.

Stringer at aft end bulkhead:- 36" x .40" fitted one 'thwartship 10" x 3 1/2" x .50" bulwangle stiffener on underside 30" from bulkhead and reinforced with 10" x 3 1/2" x .50" bulwangle face bar butt welded to stringer plate, making total width 39 1/2", and 6 tripping brackets.

All deep tanks tested on completion of conversion.

Bottom stiffening:- In addition to the bottom longitudinal, riveted bulwangle stiffeners 6" x 3 1/2" x .52" 11'-6" from centre line port and starboard there are two rows of toe welded angles 6" x 3 1/2" x .50", 5'-9" and 17'-4 1/4" from centre line port and starboard side extending over half length amidships with parts omitted in No 4 D.B. tank. The missing toe welded angle stiffeners now fitted.

It is alleged ship grounded at Gjølholmene in Stavanger Harbour on the 24th November 1954 when ship was taken by tugboat to her berth at the repairers.

The following damage repairs now carried out:-

Keel plate No 11 cropped and partly renewed 4 1/2 frame spaces.

Keel plate No 12 faired in place at fore end.

Starboard side:- A stake Nos 7, 8 & 10 faired in place.

A stake Nos. 9, 11 & 12 removed, faired and refitted.

B stake Nos 1, 3 & 11 faired in place.

" --- Nos. 4, 5, 6, 7, 8, 9 & 10 removed, faired and refitted.

C stake Nos. 1, 2, 3, 4 & 5 faired in place.

" --- Nos. 8 & 10 removed, faired and refitted.

" --- No. 9 partly released, faired in place and riveted.

D stake Nos. 2, 4, 7, 11 & 12 faired in place.

No 2 D.B. tank Starboard side:-

Floors Nos 15-28 cropped and partly removed, faired and refitted with bottom frames.

Bottom longitudinal stiffeners 11'-6" from centreline removed, faired & refitted 14 frame spaces.

9 stays between top & bottom longitudinal renewed. 1 intercostal plate renewed.

No 3 D.B. tank Starboard side:- Water tight floor at fore end cropped and partly removed, faired and refitted.

Floors Nos 1-20 inclusive cropped and partly removed, faired and refitted with bottom frames.

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Bottom longitudinal stiffener 11'-6" from centerline removed, faired & refitted 21 frame spaces.
Watertight floor at aft end cropped and partly removed, faired and refitted.

No. 4 D.B. tank Starboard side:-

Watertight floor at fore end cropped and partly renewed.

Floors Nos. 1-11 and 13-16 cropped and partly removed, faired and refitted with bottom frames.

Floor No 12 faired in place with bottom frame.

Bottom longitudinal stiffener 11'-6" from centerline renewed. 17 frame spaces.

1 intercostal plate renewed and 3 removed, faired and refitted.

Watertight floor at aft end cropped and partly renewed.

Bottom cement in way of this tank renewed.

No 5 D.B. tank Starboard side:-

Watertight floor at fore end cropped and partly renewed.

Floors No. 1-13 and 15-17 cropped and partly removed, faired and refitted with bottom frames.

Floor No 14 with bottom frame faired in place.

5 longitudinal bottom stiffeners (toe welded angles) renewed and 5 removed, faired and refitted.

Port side:-

No 4 D.B. tank:- Watertight floor at aft end cropped and partly removed, faired & refitted.

3 aftmost floors cropped and partly removed, faired and refitted with bottom frames.

Bottom cement renewed in way of aftmost 3 spaces.

Further the following damage repairs carried out:- Cause and place unknown.

One shell plate Starboard side in way of G & H shakes in deep tank abaft engine room partly released, faired in place and riveted.

Foremost frame in deep tank cropped and partly removed, faired and refitted.

Double bottom tanks and deep tank tested on completion of repairs.

It is submitted the notation "Carrying homogeneous oil in bulk F.P. above 150°F" be deleted from the Register Book and that a notation "Cargo battens not fitted" be inserted.

Tank capacities etc. are as follows:-

D.B. tanks nos 1, 2 & 3	185.75 ft.	643 Tons
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Cofferdam aft of No 3 D.B. tank	2.5 ft.	✓
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" " " 4 " "	2.5 ft.	✓
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D.B. tank No 4 (Feedwater)	42.5 ft.	187 "
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D.B. tanks nos 5 & 6	135.0 ft.	307 "
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	368.25 ft.	1137 Tons
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Fore peak (Dry)	22.0 ft.	
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AFT " " tank	24.0 ft.	164 Tons
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Deep tank No 1	29.25 ft.	242 Tons
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" " " 2	31.5 ft.	453 Tons
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" " " aft of Engine room	20.0 ft.	742 Tons
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Interim Certificate issued - Copy attached and one copy has been sent to the Oslo Surveyors.

S.A.B.



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Foundation

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