

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB 'S I R E F J E L L'
SSELS NAME Ex. 'P I C A R D I E'

REPORT

Kel. No. 111

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

The class of this tanker built in 1936 - 6 was withdrawn from the Register Book in 11.39 and three dots (...) inserted in lieu thereof, indicating withdrawal of class at the Owners' request.

According to Lloyd's Confidential Reports the vessel struck an obstruction in the Atlantic Ocean in early 1940 and broke in two; the after part being towed to Lisbon.

Subsequently this part was towed to the River Wear for repairs, but the Owners decided not to proceed with them at this port, and it was then towed to Kiel where they proposed to build a new fore end and carry out the requirements of a Reclassification Survey (See Oslo letter dated 22.9.48).

The KIEL Surveyor now reports (8.49), the after part of this tanker placed on floating dock, and considerable repairs or renewals effected to shell plating.

Repairs have also been effected to rudder and minor items.

A new fore end has been constructed in accordance with the approved plans, and joined to the after end with satisfactory alignment.

In conjunction with the above repairs, the requirements of a PERIODICAL SPECIAL SURVEY (C) for RECLASSIFICATION have been complied with.

The equipment of anchors and chain cables has been renewed and markings verified with certificates of test which appear to have been carried out by the Norske Veritas. IT IS SUBMITTED this equipment be accepted for the assignment of the figure '1', but the Notation 'Lloyd's A & CP' be omitted.

Alterations effected to the poop bulkhead, the after cofferdam and the cross bunker hatchway.

IT IS FURTHER SUBMITTED the vessel is eligible to have her character reinstated in the Register Book, with record of docking 8.49 and Notation of 'ss. Kel. 8.49' assigned as recommended.

004727-004735-0038 1/2

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Write Kel:
(copy to)

'S I R E F J E L L'

1000AL "Carrying Petroleum in Bulk"
8.49 Kel.
ss. Kel. 8.49

Reclassified 8.49

INSERT IN R.B.

New fore part '49

AMEND R.B.

FROM :- P 92'
TO :- P 117'

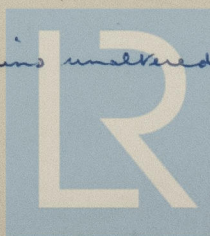
OMIT FROM R.B.

'Lloyd's A & CP'

IT IS FURTHER SUBMITTED the Surveyor should be informed it is concluded the length of poop measured in accordance with Circular No. 1551 is now 117', but this should be confirmed; and be requested to furnish particulars of the overall length of the vessel and length of forecastle erection due to alteration in construction of stem.

Freeboard Surveyors to note :- Modified position of poop front.

The equipment letter remains unchanged.



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