

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th Oct. 1949 When handed in at Local Office 19 Port of KIEL

No. in Survey held at KIEL Date, First Survey 21st October 1948 Last Survey 15th August 1949

Reg. Book. 40137 on the M.V. "SIREFJELL", ex "Picardie", ex "Kollgrim" (No. of Visits 41)

TONNAGE :-

GROSS 8477

UNDER DK. 7503

NET 4899

Built at Gothenburg

By whom M.V. Aktieb.

When 1936

MONTH. 6

Owners A/S Falck & Co.

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers Olsen & Hjeltnes

Port belonging to Oslo

Surveyed Afloat or in Dry Dock? both Name of Dock 5 & 6 Dry Dock Deutsche Werdested

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. 10793 Port Lon

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

CHARACTER.	Machinery and Boiler Surveys
* for Special Survey, Date of last Survey and of Periodical Surveys.	(Including date of N.B., if any).
11.39	+
(Reclassification Contemplated)	

(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

Society's Freeboard (if assigned) as painted on Ship and now verified 2203mm

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Reclassification and New Fore Ship

The after half of this vessel was towed to this port intact abaft frame 96 (the No. 5 tank after bulk-head remained), this half was placed on the floating dock and scaled throughout, the rudder (lifted) and bottom examined, all tanks and compartments examined internally. Decks, casings, tank hatchways, coamings and ventilators examined.

The following repairs then affected:

Shell plates counting from aft.

Keel plates Nos. 1 & 2 renewed, Nos. 3 & 4 removed, faired and refitted.

P.S. A. 2, 3 & 4 renewed.

A. 5 cropped and part renewed (after end).

B. 2 cropped and renewed forward half.

P.T.O.

MARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

GENERAL CONDITION OF THE	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.
ing of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)
ings	"	Cement or Asphalt	good	Oil Bunkers	good	When fitted, Month Year
& Fastenings	"	Rudder	"	Scuppers	"	Boats Good
Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	good
" in way of sidelights	"	Windlass	"	Hatches	"	Masts, Yards, &c.
Frames	"	Have pumps been examined and found efficient?	"	Planking	"	Condition, how ascertained by examin.
dinals	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	(State if wedges removed.)
rees	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Equipment letter c t
ottom Plating	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	Anchors, No. of 3 B 1 S
Tanks been examined internally	yes	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	"	Cables (State if now ranged) yes
Tanks been tested?	yes	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	"	" length 300 mean diamr. 62mm
				" at other places	"	(on board.)
				Stringers, Clamps & Shelves	"	" Rule length 300 size 27/16
				Saltling	"	Chain Locker good
				(State if examined.)	"	Hawsers & Warps sufficient
					"	Standing and Running Rigging good
					"	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."

This vessel as now seen is eligible in my opinion to be reclassified as contemplated + 100 A 1 "Carrying Petroleum in Bulk" with fresh record of survey and notation SS Kel 8:49 "New Fore Ship" and dry docking date 8:49.

Fee (per Section 29) Pt. new ship 1224 : 0 : 0

Special Damage or Repair Fee (if any) 103 : 10 : 0

Alterations 10 : 0 : 0

Travelling Expenses (if chargeable) 9 : 9 : 0

Sunday fees 26/6, 3/7, 14/8/49 25 : 4 : 0

Second Surveyor's Fee (if any) :

Committee's Minute :

Character Assigned :

Write out (if any) :

Fees applied for,

Received by me,

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Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

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Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

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B. 3 cropped and renewed.
B. 5 renewed.
C. 3 faired in place.
H. 3 & 6 removed, faired and refitted.
J. 3 cropped and renewed fore part.
J. 4 cropped and renewed after part.
J. 5 removed, faired and refitted.
J. 6 renewed.

K. 5 renewed.
K. 4 faired in place.
L. 1, 5 & 6 renewed.

S.S.

A. 2, 3 & 4 renewed.
B. 4 & 5 removed, faired and refitted.
C. 3 & 7 renewed.
D. 1, 2, 3 & 5 renewed.
E. 6 & 7 renewed.
E. 5, 8 & 9 removed, faired and refitted.
F. 2 cropped and renewed fore half.
F. 3 cropped and renewed after half.
F. 5 & 9 removed, faired and refitted.
G. 5 & 9 renewed.
J. 1 renewed.
J. 2 removed, faired and refitted.
J. 4 cropped and renewed forward 1/3rd.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.			
8451	1st Bower	80	3	0			59	-	3	0	77	18/8/49
8452	2nd "	80	2	0			59	-	3	0	77	C. Pries N/V
8453	3rd "	69	1	16			53	12	0	0		" " "
	Collective Weight	230	2	16								" " "
8454	Stream.....	23	3	17	5	2	22	27	9	3	0	" " "
	Kedge											" " "

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
17000	300	62	107	177	1016.2.0		300	2 1/16	Stud link		8/7/49 Hamburg C. Pries N/V
Iron Stream Chain or Steel Wire											

K. 2 renewed.

54 frames in way of above faired in place.

6000 defective rivets in E.R. double bottom tank top and internals renewed.

2 buckled bulkhead plates between Nos. 8 & 9 centre tanks removed, faired and refitted.

3 stiffeners in way removed, faired and refitted.

Tank hatch covers 6 angle stiffeners and 22 securing screws and toggles renewed.

The rigging has been completely renewed.

A large number of deck and general repairs of a minor character now effected.

Main Deck Plates in Poop Space

3 P.S. and 4 S.S. renewed.

The whole of the tween deck in way of the donkey boilers renewed.

Casing Top 2 plates (SS) and 1 P.S. of E.R. skylight renewed.

Rudder Both rudder plates renewed.

Main piece after lower part cut away and part renewed with two new rivetted and welded scarphs.

The first keel plates for the new fore half were laid on the blocks at No. 5 Dry Dock Deutsche Werke on the 11/1/49, but actual construction did not commence until about 23/2/49 on account of delay in delivery of tested material.

The fore half was completed to deck level in accordance with the approved plans, and forward tanks and spaces tested before the after half was brought to the dock for joining up.

The alignment was checked by lights and wires on the sides and bottom after being brought into approximate alignment by locating arms and pins on the deck port and starboard. Satisfactory alignment was obtained after five dockings and produced a difference of only 14 mm on the whole length.

~~between keel 10 and J. 12 (counting from aft) P.S.~~
The centre strakes and longitudinal bulkheads in way of No. 5 tank were then completed and all the remaining tanks tested to rule requirements and the pump room flooded to height of 8 ft. and the remainder hose tested with satisfactory results.

Alterations

The poop bulkhead has been extended 7,700 mm further forward and is of 10 mm plate with B.A. stiffeners 90 x 250 x 12 mm spaced 740 mms apart and bracketted top and bottom, the coaming angles are 90 x 90 x 12 mms. The two openings 1440 x 600 mms with sill 460 mms are closed by hinged steel W/T doors capable of manipulation from both sides.

The upper part of the after cofferdam has been extended one frame space forward of the new poop front and tested to Rule requirements.

As a result of modification to the crews' quarters, the cross bunker small hatchway has been carried to the poop by a strongly built trunk of welded construction closed at the top in the same manner as before by hinged steel jointed covers secured by toggles.

NOW DONE FOR SS.

Vessel placed in dry dock, bottom and rudder scaled, examined, now satisfactory and coated.

Examined dry cargo room, superstructures, peak spaces, machinery spaces including both pump rooms, steel work scaled and coated as necessary.

All cargo tanks, peak tanks, deep tanks and double bottom tanks examined internally and tested to Rule requirements.

Suction pipes removed for examination of plating in way.

Anchors and cables now renewed (see report).

Chain locker, decks, casings, masts, rigging and general equipment examined.

Hatchways, ventilators, all closing appliances, air and sounding pipes, windlass, steering gear (main and auxiliary) examined and found or placed in good order.

FREEBOARD VERIFIED.

The equipment has been completely renewed in accordance with the letter of in table 53

Upon completion of repairs, a six hours sea trial was carried out, and the windlass and steering gear (main and auxiliary) tried out with satisfactory results.

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