

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th Feb. 1953 When handed in at Local Office 4th Feb. 1953 Port of KIEL

No. in Survey held at KIEL Date, First Survey 10th Dec. 52 Last Survey 14th Jan. 1953  
Reg. Book 13453 (No. of Visits 20)

on the Wooden Steel M.T. "HUSVIK"

Tonnage: Built at Glasgow By whom Barclay, Curle & Co. Ltd. When 1930 11

GROSS 6476 Owners Skibs A/S Kelesten Owners' Address Tonsberg  
UNDER DECK 5996 Managers A.C. Olsen (If not already recorded in Appendix to Register Book)

NET 3807 Howaldtswerke Kiel afloat Port belonging to Tonsberg

Surveyed Afloat or in Dry Dock? both Name of Dock Dry Dock Deutsche Werke Destined Voyage

Cell/D/Bor/D/Bo feet: u/E & B feet: f feet: fee  
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. 629 Port KEL

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 yes, for damage 4

not required for damages 1, 2 + 3 Was a damage report made by anyone else? if so, by whom? yes, U.W.'s Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING, ALTERATION AND DAMAGE

Damage stated to have been caused by:

- 1.) Contact with Irlam-Lock wall (Manchester Canal) on 14th July, 1952,
- 2.) Heavy weather when on voyage from Baton Rouge to Liverpool from 21st August to 10th September, 1952.
- 3.) Contact with Eastham-Lock wall (Manchester Canal) on 14th September, 1952,
- 4.) Collision with the S.S. "STAD MAASTRICHT" whilst lying moored at Vlaardingen on 5th December, 1952.

- Damages situated:
1. in side shell plating starboard side amidships
  2. in the cargo oil tanks Nos. 2-8, deep tanks fwd. and pump room
  3. in side shell plating portside amidships
  4. in side shell plating (s.s.f.) in way of the dry cargo hold 'tweendeck.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ... ..	2	longitud.	-	-	-	-	-	1688 rivets renewed.
Removed and Fair'd or Repaired	3	18 m	-	-	-	-	-	
Fair'd or Repaired in place ...	2	-	-	-	-	-	-	

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>satisfactory</u>	<u>ptly. seen, satisf.</u>	<u>satisfactory</u>	(State if on Felt.)
Caulking of Decks "	<u>OK</u>	<u>OK</u>	When fitted, Month Year
Coamings "	<u>OK</u>	<u>OK</u>	Boats <u>satisfactory</u>
Rivets & Fastenings "	<u>satisfactory</u>	<u>satisfactory</u>	Condition, how ascertained (State if wedges removed) <u>a +</u>
Outside Plating "	<u>OK</u>	<u>satisfactory</u>	Equipment letter <u>a +</u>
" " In way of sidelights "	<u>OK</u>	<u>satisfactory</u>	Anchors, No. of <u>3 B 1 S</u>
Frames "	<u>OK</u>	<u>satisfactory</u>	Cables (State if new, tested) <u>no</u>
Longitudinals <u>satisfactory</u>	<u>OK</u>	<u>satisfactory</u>	stated complete <u>5/16</u>
Transverses "	<u>OK</u>	<u>satisfactory</u>	" length <u>270 f.</u> mean diamr. <u>2 5/16</u>
Stringers <u>satisfactory</u>	<u>OK</u>	<u>satisfactory</u>	" Rule length <u>270 f.</u> size <u>2 5/16</u>
Have the Tanks been examined internally? <u>ptly.</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Stringers, Clamps & Shelves	Chain Locker <u>sufficient</u>
Have the Tanks been tested? <u>ptly.</u>		Salting	Hawsers & Warps <u>sufficient</u>
see Rpt.			Standing and Running Rigging <u>efficient</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 as No. 1-38."

This ship, as far as now seen, is eligible, in my opinion, to remain as classed in the Register Book with fresh record of dry docking 1,53.

Survey Fee (per Section 29)	Amount	Fees applied for
<u>docking</u>	£ 10 : 0 : 0	
Special Damage or Repair Fee (if any)	£ 42 : 0 : 0	
Wear & Tear repairs & alter.	£ 50 : 0 : 0	
Travelling Expenses (if chargeable)	£ 6 : 0 : 0	
Sunday Fee <u>28, 12, 52</u>	£ 8 : 8 : 0	
Sunday Fee <u>1, 1, 53</u>	£ 5 : 5 : 0	
Second Surveyor's Fee (if any)		

Committee's Minute THU 26 FEB 1953  
Character Assigned 1,53 Kiel. (with endorsement)  
DBS 1,53

Ernst Roese  
Surveyor to Lloyd's Register of Shipping.



NORWEGIAN

Certificate required? If so, to be sent to

NOW DONE FOR DAMAGES:

Vessel placed in dry dock, bottom cleaned, examined and found or placed in good order.

The main cargo oil tanks Nos. 2 - 7 (p+s), 8 (s.), deep tank (p+s) and forward cofferdam examined internally and found or placed in good order and tested. Dry cargo hold (fwd.) and pump room midships examined and found or placed

in good order.

REPAIRS NOW DONE FOR DAMAGE (Plates numbered from forward)

Damage (1) Side shell plate H.-strake No. 11 (s.s.) removed, faired and refitted. (1) 3 longitudinal frames in way faired in place.

Damage (2) Rivets renewed in shell plating as follows:

Deep tank (p)	14 in No.
Cargo oil tank No. 3 (s)	40 " "
" " " " 5 (p+s)	1465 " "
" " " " 6 (p)	15 " "
" " " " 8 (s)	130 " "
Pumproom midships	24 " "
<b>Total</b>	<b>1688</b>

Tank heating coils in cargo oil tanks Nos. 3 - 8 overhauled, repaired as necessary and tested.

Damage (3) Side shell plating H. strake No. 10 (p.s.) removed, faired and refitted (1)

Damage (4) (Copy of Damage Report 10 attached)  
Shell Plating (all plates at starboard side)

Renewed: K. strake Nos. 2 and 3 (2)  
Removed, faired and refitted: I. strake No. 3 (1)  
Faired in place: I. strake Nos. 2 + 4 (2)

2 Longitudinals in way, 12 m and 6 m length removed, faired and refitted.  
Webframes in way incl. brackets repaired as required.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collective Weight												
	Stream.....												
	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.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
												Fathoms.

Tween deck stringer angle faired in place.  
Shell Plating hose tested and fwd. cofferdam tested on completion and found tight.

NOW DONE FOR DOCKING:

Vessel placed in dry dock. Bottom and rudder (lifted), cleaned, examined and coated. After peak examined internally and found or placed in good order. Weather decks, casings, hatch coamings and closing appliances, poop and bridge spaces, outside plating in way of sidelights, ventilator coamings, steering gear, windlass and equipment generally examined and found satisfactory.

REPAIRS on Owners' Account

Poop side plating: 2 plates (p.s.) renewed.

Pittings of minor character in outside plating below sidelights (p+s) built up by welding.

Main deck in poop: Portside: One stringer plate and 2 deck plates adjacent to the stringer plate renewed.

2 deck plates next to the above cropped longitudinally and halves renewed.

Starboard Side: One stringer plate renewed.

Bridge deck plating: in way of deck house (s.s.) 5 deck plates renewed.

Deck above bridge deck house (s.s.) 3 plates renewed

Forecastle deck: One plate abaft the windlass renewed.

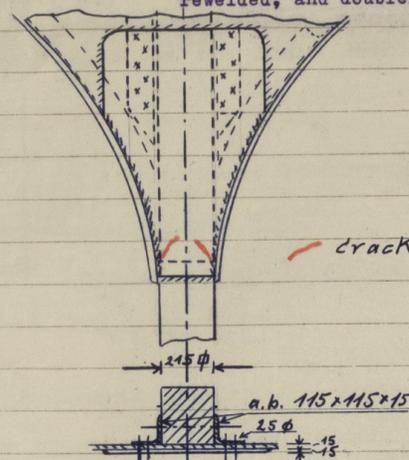
Rudder: Bushes (lignum vitae) of rudder post top and bottom gudgeons renewed.

Cone of rudder top pintle built up by welding and machined.

Aux. steering tackle with blocks, sheaves and shackles overhauled and renewed as necessary.

Transom plate: Found the lowest part of transom plate cracked. Cracks vee'd out and rewelded, and doubler fitted to the plate as per sketch.

Tested the after peak on completion and found tight.



Wood sheathing on poop deck in way of alley ways (p+s) renewed.

Wood sheathing on boatsdeck aft repaired and caulked.

Weather doors overhauled and packing renewed as necessary. All cargo oil tank hatch covers overhauled and part of fastenings renewed.

Guard rails faired and repaired as necessary.

All side scuttles overhauled.

One air pipe to afterpeak tank and one goose neck to aft cofferdam renewed.

NOW DONE FOR ALTERATION: (New General Arrangement Plan attached)

Two of four freshwater tanks in poop space (p+s) removed and scrapped and the other two tanks incl. their seatings moved to the forward part of poop space (p+s). The non-watertight partition (steel) bulkheads in front of poop accommodations moved appr. 5.00 metres forward in order to get more space for the crew's accommodation. The vertical parts of the

transverse girder at frame Nos. 27/29 altered as shown by the attached plan No. SKR11. The aft end of poop deck house lengthened by about 3 ft. and a small smoke room built upon the aft end of poop deck house. 2 emergency exits leading from the fore end of poop accommodations (p+s) to the poop deck have been built in, closed by strongly built steel doors, operated from both sides (sill height 460 mm).

ENDORSEMENTS:

Indents in shell plating (p+s) examined and found efficient meantime.

Vessel undocked: 2nd January, 1953.

*Ernst Reese*

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much clamped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

*C.S.S.*

*M. Munn*