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5c,8.46.

112 MAR 1947

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME LINDHAUG REPORT Bgn. No. 3132
(ex Kolsdal)

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

In cases which have to be submitted to 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.)

PERIODICAL SPECIAL SURVEY (D) due 5.45.

ature of Survey

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.						FORWARD.						AFT.						REMARKS.	
	Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.						
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.					
BRIDGE SHEER STRAKE	J	48	50	50	-	-	32							30						
Bridge Strake below	H	48	50	45	-	3	32							30						
SHEER STRAKE	G	48	45	45	3	3	48	40	45	8	3	40	43	48	-	-				
1st Strake below	F	58	40	40	18	18	52	55	55	-	-	40	43	43	-	-				
2nd " ..	E	52	45	48	7	4	52	48	50	4	2	40	45	40	-	-				
3rd " ..	D	50	48	50	2	-	52	50	43	2	9	40	35	35	5	5				
4th " ..	C	48					52	50	50	2	2	40	40	40	-	-				
5th " ..	B	48					52	50	50	2	2	40								
6th " ..	A	48					52					40								
7th " ..	Keel	72					54					54								
8th " ..																				
9th " ..																				
10th " ..																				
11th " ..																				
12th " ..																				

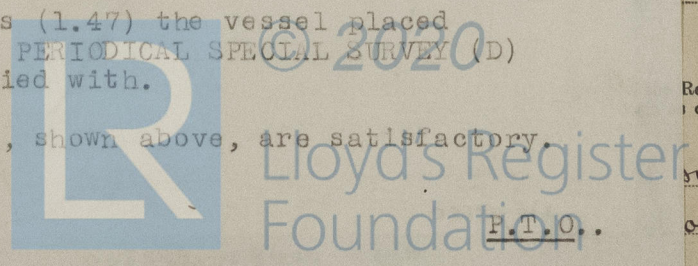
Drillings at ends to be made in the vicinity of the peak bulkheads.

The class is subject to permanent repairs to indented bottom and side shell plating (p & s) at the first convenient opportunity, to 30 fathoms of original chain cable being annealed and tested at the earliest opportunity, and to (a bower anchor and 30 fathoms of chain cable being supplied).

ACTION is DEFERRED for completion of General Examination 10.45 by the examination of bunkers and structure below boilers, also the renewal of a number of wood hatch covers.

The BERGEN Surveyor reports (1.47) the vessel placed on slipway and the requirements of a PERIODICAL SPECIAL SURVEY (D) due 5.45 (S.S. No. 2 not held) complied with.

Results of shell drillings, shown above, are satisfactory.



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"LINDHAUG"

Renewals and repairs effected to indented shell plating etc. (p & s) as above, decks, bulkheads, hatches, bunkers, tank top, and minor items.

A bower anchor and 30 fathoms of chain cable, as above, now supplied and verified with certificates.

30 fathoms of original chain cable, which required to be annealed and tested, as above, now examined and found good, no sign of strain being observed. The Surveyor recommends this item be deleted from the conditions of class.

Rudder head, found twisted, now removed, annealed, and a new key-way fitted. The Surveyor, however, reports the rudder head somewhat wasted and recommends renewal by 12.47.

It is submitted the vessel is eligible to remain as classed, with record of docking survey 1.47, and to have the notation 'S.S. Bgn. - 1.47 (Dr)', as recommended, assigned, subject to rudder head being renewed by 12.47 but without other condition.

1.47 Bgn.)	subject
'S.S. Bgn. - 1.47 (Dr)')	without

CARGO BATTENS NOT FITTED

6. 3. 47

BSM



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