

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 31/10 44 When handed in at Local Office 1944 Port of Oslø.
 No. in Reg. Book 34115 Survey held at Sandefjord. Date, First Survey 15/4/43 Last Survey 14/8 1943
24519 on the Woods Iron or Steel screw steamer "FJELD" (No. of Visits 40)

TONNAGE:—
 GROSS 2960 Built at Osaka By whom Osaka Iron Works Ltd. YEAR. MONTH. 1916 5
 UNDECK 2719 Owners A/S D/S Fjeld. Owners' Address Bergen.
 NET 1834 Managers A.Meidell (if not already recorded in Appendix to Register Book).
 Port belonging to Bergen.

Surveyed Afloat or in Dry Dock? fl. dock. Name of Dock Framnes mek. Verk. Destined Voyage
WB=CellDBorDBa feet; u&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B. All alterations in the existing records should be underlined.

Last Report, No. 5746 Port Oslø.

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.
 +100 M
 8.39 11.39
 ss Rot. No. 3-6, 29
 ss Cpn. No. 2-38
 Longitudinal framing.

Machinery and Boiler Surveys (including date of N.B., in any).
 BS 10.42
 +100 MS 10.42 when completed.

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Was a damage report made by anyone else? If so, by whom? See ins. report

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S.No.3 and damage.
 This vessel was placed in floating dock and the bottom and rudder, stem and stern frame examined.
 All decks examined.
 The holds cleaned and cleared and ceiling on tanktop and in way of bilges lifted as per Rules.
 Examined all holds and tweendeck spaces, bilge space and fore peak. Coal bunkers cleaned and examined.
 Examined all hatchways with covers, tarpaulins and means of securing same, ventilator coamings, casing, skylight etc.
 The machinery space examined.
 All double bottom tanks and fore and after peaktanks opened, cleaned and examined and subsequently tested as per Rules.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	6						3	
Removed and Faired or Repaired	37		12	see report		33	61	see report
Faired or Repaired in place	6		9			2	7	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Vell.) When put on, Month Year
Decks	yes	good	
Plating	yes	good	
Fastenings	yes	good	
Side Plating	yes	good	
in way of sidelights	yes	good	
Stanchions	yes	good	
Windlass	yes	good	
Have pumps now been examined and found efficient?	yes	good	
Have Sluice Valves now been examined and found efficient?	yes	good	
Have Watertight Doors now been examined and found efficient?	yes	good	
Have Ventilators and their Coamings been examined and found efficient?	yes	good	
Bulkheads	yes	good	
Ceiling	yes	good	
Cement or Asphalt (State which.)	yes	good	
Rudder	yes	good	
Steering gear and its connections	yes	good	
Engine Room Skylights	yes	good	
Coal Bunkers, Open'gs, Lids, &c.	yes	good	
Oil Bunkers	yes	good	
Scuppers	yes	good	
Cargo Hatchways	yes	good	
Hatches	yes	good	
Planking of Wood Vessels	yes	good	
Caulking ditto	yes	good	
Treenails ditto	yes	good	
Breasthooks & Stemson ditto	yes	good	
Transoms Pointers, & Crutches ditto	yes	good	
Timbers of Frame at openings ditto	yes	good	
Ditto Ditto at other places ditto	yes	good	
Stringers, Clamps & Shefts ditto	yes	good	
Salting ditto	yes	good	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24."
 It is recommended that this vessel be maintained in her present class in the Register Book with fresh record of survey 8.44 and ss Sij.No.3-8,44.

One ventilator cowl to be renewed and poop deck plating to be dealt with at first given opportunity.

Survey Fee (per section 20)	Kr. 650.-	Fees applied for, 21/7 19 44
Special Damage or Repair Fee (if any) (per Sec. 20)	2 200.-	Received by me, 22/7 19 44
Travelling Expenses (if chargeable)	2 410.-	
Second Surveyor's Fee (if any)		

Committee's Minute
 Character Assigned Wile Oslø
 Reinstated: +100 M, subject S(CL) 4.44 8.44 S ff +Lmc 8.44
 Omit Lloyd's Recd S.S. 2nd No. 3-8.44



If so, is the Report sent here, or when will it be sent?

Is Certificate required? If so, to be sent to this office

Shell plating examined in way of sidelights, and the plating drilled as per attached drilling List.

Chain locker cleaned and examined. Chain cable ranged and chain cable and anchors examined. Windlass and steering gear with connections opened and examined.

Examined masts and rigging, air and sounding pipes, W.T. doors and general equipment.

The bottom painted.

Repairs now done due to wear and tear:-

Shell plating p.s.:- C.no. 11 and 12 renewed.

E " 14 renewed.
G " 8 renewed.
H " 9 renewed.
J " 8 renewed.
Stb. C " 11 & 12 renewed.
G " 8 renewed.

Bulwark:- In way of fore well. 64' on port side and 52' on stb. side and 70' bulwark angle stb. side renewed. One horizontal angle p.s. renewed 60'. One freeing port flap renewed.

In way of well aft:- 2 plates stb. cropped and partly renewed and one plate p.s. made good by a doubling.

Main deck amidships:- One plate renewed and 2 do. doubled.

Tween deck aft:- One stringer plate made good by a doubling plate.

Bridge deck:- One plate in way of saloonhouse ps. renewed and one d. amidships doubled. One plate at after end of casing doubled.

Forecastle bulkhead:- Coaming plate renewed 9'.

Forepeak bulkhead:- The coaming plate renewed.

Tween deck bulkhead between no. 1 & 2 hold:- One plate cropped and partly renewed.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. 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.	Tons Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.						
14793	1st Bower ...											
	2nd ..	2154	4			3988	0					
14794	3rd ..	2174				3988	0					
	Collar 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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
14736	90	48	6572	9122	8640	8077			shut link	Bancan Nante & Apolly 1943 by Haane	

Boiler bulkhead:- The coaming plate renewed 36' and one plate stb. cropped and partly renewed.

The aftermost coal hatch on bridge stb. renewed and one side coaming and the after coaming of a hatch on p.s. renewed.

Coal bunkers:- 2 brackets for stiffeners to tanktop in port bunker renewed and 6 stiffeners cropped and partly renewed. The bunker bulkheads repaired by doubling plates.

Chain locker:- The bottom plating partly renewed.

S/S " FJELD".

Double bottom tank in engine space: 3 reversed frame renewed.

Tanktop no. 2 hold:- 1 plate renewed.

Tanktop in boiler space:- 2 plates under boilers partly renewed.

The chain stoppers renewed.

The hawsepipes and deck bings for same made good by welding.

The derrick for no. 5 winch renewed.

The forward corner of saloon deck house made good by an angle welded to the plates.

2 wire winches renewed.

Deck wash pipe repaired.

It is stated that this vessel had sustained damage by grounding.

Repairs now done due to damage.

Keel plate no. 7 & 11 removed, faired and replaced.

" " " 12 renewed.

" " " 13 faired in place.

On the stb. side:- A strake no. 6 removed, faired and replaced.

A " " 8 faired in place.

A " " 11 & 12 removed, faired and replaced.

B " " 6, 7, 8 & 9 removed, faired and replaced.

B " " 12 cropped and 1 renewed.

B " " 13 removed, faired and refitted.

C " " 4 & 5 removed, faired and replaced.

C " " 6 faired in place.

C " " 7, 9 & 10 removed, faired and replaced.

D " " 6 & 7 removed, faired and replaced.

D " " 8 & 9 renewed.

D " " 10 & 11 removed, faired and replaced.

E " " 7 & 8 removed, faired and replaced.

E " " 9 renewed.

E " " 10 cropped and partly renewed.

E " " 11 faired in place.

Bilge keel:- 40' bulbplate removed, faired and replaced and one length faired in place.

15' shell angle for bilge keel removed, faired and replaced.

On the p.s.:- A strake no. 1, 6, 7 & 11 removed, faired and replaced.

A " " 12 partly renewed.

B " " 5, 8, 10, 11 & 12 removed, faired and replaced.

B " " 13 faired in place.

C " " 10 faired in place.

Double bottom:- Floors: 20 floors on stb. side and 15 p.s. cropped faired and partly renewed.

Bottom frames:- 20 frames stb. and 8 p.s. cropped and partly renewed.

Centre girder:- Between frame no. 17 and 24, 18' removed, faired and replaced and 18' renewed.

Between frame no. 37 and 39, and 39 and 40 removed, faired and replaced

18' bottom angles renewed and 30' removed, faired and replaced.

36' top angles removed, faired and replaced.

24 vertical angles removed, faired and replaced.

Margin plate stb.:- 82' renewed, and faired in place at different places.

82' margin angles renewed and at other places faired in place.

18 vertical margin angles faired or renewed.

18 margin brackets removed, faired and replaced or renewed.

R.R.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped 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.

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Longitudinal frames stb:- No.1.2.3 & 4 frames between floors no.17-22 and 37-40, and no.5 & 6 frames between no. 31-40 removed, faired and replaced.

Longitudinal frames:ps:- No.1.2 & 3 frames between no.17 & 23, no.2.3 & 4 between floors no. no.30 & 39 and no.4 between no.20 & 23 removed, faired and replaced.

Longitudinal frames in way of bilge stb:- No.1 frame between floors no.21 & 25 and 27-39 and no.2 between fl.29 -31 faired.

About 560 rivets in margin plates and floors renewed.

Tanktop in after hold:- 7 tanktop plates p.s. and 6 do. stb.side and 2 do. in centre strake removed, faired and replaced and one plate stb. faired in place.

5 horizontal angles ps.to tanktop and 5 do. stb. removed for access and replaced.

7 reversed frames each side removed, faired and replaced.

Tunnel:- 3 tunnel plates renewed and 3 do. removed, faired and replaced.

All tunnel stiffeners faired.

Tanktop in hold no.2:- 8 tanktop plates p.s. and 6 plates stb. removed, faired and replaced. 9 reversed frames stb. and 7 do.p.s. faired.

12' side girders stb. and 42' p.s. with angles removed, faired and replaced.

Tanktop in no.1 hold:- 2 plates stb. faired in place and 2 plates p.s. removed, faired and replaced.

In way of no.1 hold:- 5 longitudinal frames p.s. and 3 do. stb. in no.1 hold removed, faired and replaced.

2 longitudinal frames stb.in no.2 hold renewed and 2 do.faired.

In way of after hold:- 3 longitudinal frames each side removed, faired and replaced.

Main deck in well aft:-

No.4 hatch :-Both sides and end coamings removed, faired and replaced.

4 hatch webs faired.

7 deck plates and 6 stringer plates removed, faired and replaced.

2 deck plates cropped and partly renewed and one plate faired in place.

Web beams and longitudinal beams faired.

Hatch end beam at after end of no.4 hatch removed, faired and replaced.

Tween deck aft:-No.4 hatch:- Both sides and end coamings removed, faired and replaced.

4 hatch webs faired on both hatch endbeams removed, faired and replaced.

All beams removed, faired and replaced.

1 stringer plate renewed, 4 do.removed, faired and replaced and 1 do. faired in place.

21 deck plates removed, faired and replaced.

9 brackets for web frame to deck removed, faired and replaced.

Ladder to lower hold repaired.

6 hold pillars in tween deck and 3 do. in lower hold removed, faired and replaced.

Main deck in fore well:-

Hatch no.1:- Both side coamings faired in place.

Hatch no.2:- Both side coamings and the foremost end coaming removed, faired and replaced. 4 hatch webs faired.

Hatch end beam removed, faired and replaced.

8 longitudinal beams forward no.2 hatch removed, faired and replaced.

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In way of tween deck no.2:- Both sides and end coamings for no.2 hatch removed, faired and replaced and 4 hatch webs faired.

Hatch end beam at fore end no.2 hatch removed, faired and replaced.

2 webplate beams and 6 longitudinal beams removed, faired and replaced.

6 brackets for web frames to tweendeck removed, faired and replaced.

4 hold pillars faired. Ladder at after end of no.2 hatch faired.

2 stringer plates each side removed, faired and replaced.

10 deck plates removed, faired and replaced and 2 do. faired in place.

In way of tweendeck no.1:- Both side coamings and the fore end coaming of no.1 hatch removed, faired and replaced. The hatch end beams removed, faired and replaced.

4 deck plates removed, faired and replaced. 1 longitudinal beam faired.

Ladder in tweendeck faired.

Tanktop in no.1 hold:- 4 plates removed, faired and replaced.

Engine bulkhead: 5 brackets for longitudinal frames p.s. and 4 do. stb. removed, faired and replaced.

One bulkhead plate faired.

Bulwark in way of well forward:- Top bulbangle stb. removed, faired and replaced 54' and on p.s. renewed 73'. 3 freeing port flaps p.s. renewed.

Bulwark in way of well aft:- Top bulbangle stb. renewed 37'. One freeing port flap renewed.

All double bottom tanks cleaned, cementwashed and tested.

All ceiling removed and tanktop tared and cementdusted, and 50% of ceiling renewed.

The lower holds scraped and painted, bilges cementwashed. Coal bunkers cleaned and painted.

Started cement in double bottom and bilges renewed.

All piping in tanks overhauled.

All air and sounding pipes overhauled.

Engine and boiler space cleaned and painted.

Water tight doors overhauled and repaired.

The rudder lifted.

Steering gear with connections opened up and overhauled. New liners fitted in the foremost rudder blocks and a new bolt for the block on stb. at fore end of poop.

Both slides with slide rods for steering engine renewed.

The windlass opened and overhauled, the cylinders renewed.

16 wood hatches renewed.

5 bulbstanchions on forecastle removed, faired and replaced and the rail faired.

Life boats repaired. 10 hatch tarpaulins repaired.

Steam and exhaustpipes on deck for winches repaired and the winches overhauled.

2 stays for aftermast renewed.

The motor lifeboat faired and all lifeboats overhauled.

Ladders to bridge, poop and forecastle deck repaired.

~~10 brackets for stiffeners to tanktop in stb. bunker renewed.~~

4 brackets for stiffeners to tanktop in stb. bunker renewed.

Bilge pipe to afterpeak tank and bilge pipes to no.1 hold partly renewed.

90 fathoms of chain cable renewed with Det. ^{Bureau} Norske Veritas' certificate, as Lloyd's

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certificate was not obtainable.

1 bower anchor and 1 spare anchor renewed.

Damage sustained by moving the vessel from the ground:-

The stem cropped and 12' removed, faired and replaced and welded.

Keel plate no.1 renewed.

Stb:side:- B strake no.1 cropped 6' and removed, faired and replaced.

C * * 1 cropped 3' and removed, faired and replaced.

Port side:-CBent " 1 removed, faired and replaced.

C * * 1 cropped and renewed 3'.

Cement in forepeak renewed.

Cementboxes in coal bunkers and bilges removed.

Port side: B strake no.7, C.no.4,5 & 6 and D no.7 & 10 removed, faired and replaced.

3 floors with frames faired.

2 longitudinal frames removed, faired and replaced.

P. BR

