

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14 November 1942 When handed in at Local Office 17th November 1942 Port of Bergen
 No. in Reg. book 1239-40 Survey held at Stavanger Date, First Survey 18th February Last Survey 17th October 1942.
 (No. of Visits 20)

on the Wood, Iron or Steel Sc. Jr. "FJELD"

TONNAGE:—

Gross 2960Under Dk. 2719Net 1834Built at OsakaOwners M/s. FjeldManagers A. MeidellBy whom Osaka Iron Works Ltd.

Owners' Address

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

Port belonging to BergenYEAR. MONTH.
When 1916 - 5.Surveyed Afloat or in Dry Dock? BothName of Dock Oslo Rosenberg Mek. Verksted

Destined Voyage

WB=Cell DB or DB a

feet; uE&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.

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

Last Report, No.

2909 Port Bergen

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any.)
<u>X</u> <u>100A-1</u> <u>233</u> <u>1139</u> S.S. Ret. No. 3-6, 29. S.S. Spn. No. 2-38.		<u>X</u> <u>L.M.C. 10, 38</u> <u>B.S. 7, 41</u> <u>C.L. 11, 39</u>

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

port made by anyone else? If so, by whom? Underwriters' SurveyorSociety's Freeboard (if assigned) as painted on ship and now verified } ft. 3. ins.REPAIRS, OR EXAMINATION AS PER RULE, FOR Bottom, damage, freeboard renewal and part S.S. 2nd No. 3.

is alleged this vessel grounded at Gjedser on the 18th November 1940 and that she sustained damage due to fire at Vadsø on the 20th November 1941.

vessel placed in drydock and bottom and rudder cleaned and carefully examined. Bottom now recoated.

Holds and 'tween-deck space in way of holds have been cleared and examined.

Weatherdecks, lower deck in way of holds, beams, frames, webframes, longitudinals, plating stringers, bulkheads, all plating, casings, casingtop etc. examined.

Ceiling in foreholds has been lifted (no ceiling in way of afterhold) partly and tanktop in way of holds cleaned and examined. Limberboards in way of holds have been lifted and the bilges examined.

Number of cement chocks at sides have been removed and the structure in way thereof examined.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames. LONGITUDINAL	R. Frames.	Floors and Bracket Pl.	Beams	Inner Bottom Plates	Dk. Plates.	Other Items: INTERCOSTALS	TANKSIDE	STERN FRAME
Renewed	1	10 FT.		1 partly					16'0" x 20" Partly	
Removed and Fair'd or Repaired	26	6		16				17		
Fair'd or Repaired in place	27	4		15				5		

PRESENT CONDITION OF THE

Decks <u>See report</u>	State if Tanks now exd. inside <u>Yes</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y. M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>Good</u>	State if Tanks now tested <u>Yes</u>	Dbng. Plates under Sounding Pipes <u>Yes</u>	(State if on Felt.)
Coamings <u>Good</u>	Bulkheads <u>See report</u>	Engine Room Skylights <u>Good</u>	When put on, Month <u>Year</u>
Beams & Fastenings <u>Good</u>	Ceiling <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Boats <u>✓</u>
Outside Plating <u>Good</u>	Cement or Asphalt (State which.) <u>Cement</u>	Oil Bunkers <u>Good</u>	Masts, Yards, &c. <u>✓</u>
» » in way of sidelights <u>✓</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	Condition, how ascertained <u>✓</u>
Breasthooks <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	(State if wedges removed)
Transoms <u>Good</u>	Windlass <u>Good</u>	Hatches <u>Good</u>	Sails <u>✓</u>
Frames <u>Good</u>	Have pumps now been examined and found efficient? <u>✓</u>	Planking of Wood Vessels <u>✓</u>	Equipment letter <u>✓</u>
Reverse Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto	Anchors, No. of <u>2</u> <u>1</u> <u>5</u>
Longitudinals <u>See report</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Treenails ditto	Chain Locker <u>✓</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto	Cables (State if now ranged) <u>No</u>
Floors <u>See report</u>		Transoms Pointers, & Crutches ditto	» length mean diamr.
Keelsons <u>✓</u>		Timbers of Frame at openings ditto	(on board)
Stringers <u>✓</u>		Ditto Ditto at other places ditto	» Rule length <u>240</u> <u>114</u> <u>6</u> size
Inner Bottom Plating <u>See report</u>		Stringers, Clamps & Shells ditto	Hawser & Warps <u>✓</u>
		Salting ditto	Standing and Running Rigging <u>✓</u>
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:— It is recommended that this vessel remain as now classed in the Register Book without any fresh record of survey, but with fresh notation S.S. Bgn 2nd No. 3 with date when the survey has been completed before the end of June 1943 and subject to one lower anchor and 15 fathoms of chainable being supplied at owner's earliest convenience and to stern frame being specially examined next drydocking.

Survey Fee (per Section 29) <u>£1200.00</u>	£. 200.00	Fees applied for, 29/10 1942
Special Damage or Repair Fee (if any) <u>£750.00</u>	£. 750.00	Received by me, 29/10 1942
Travelling Expenses (if chargeable) <u>£200.00</u>	£. 200.00	£. 1200.00
Second Surveyor's Fee (if any) <u>£130.00</u>	£. 130.00	

Committee's Minute

Character Assigned

FRI. 24 AUG 1945

See Case 5802

Surveyor to Lloyd's Register of Shipping.

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 Lloyd's Register
 Foundation
 012096-012101-006615

S/S "FJELD".

All double bottom tanks and afterpeak tank have been cleaned and examined.

Forepeak tank examined, but should be sealed and cleaned for further examination.

Bottom cement examined. Afterpeak tank top examined.

All double bottom tanks and fore and afterpeak tanks tested as per rules.

Hatchways examined and hatches examined in position at hatchways, together with shifting beams, supports, tarpaulins, cleats, battening arrangement etc.

Steam and hand steering gear, steering chains, rods, blocks, bolts, buffers, quadrant etc. examined.

Winchlass examined. Watertight doors, ventilator coamings and their covers, and sounding and air pipes examined.

Freeboard renewal survey carried out and freeboards verified.

The shellplating has not been drilled this time, but will be attended to when the survey will be completed.

Following damage repairs now carried out due to fire at Vadsø.

Flying bridge: - Combined chart house and wireless cabin with all fittings renewed.

Flying bridge deck completely renewed.

Railing with stanchions round flying bridge removed, straightened and refitted and wood weatherboards renewed. Dodgehouses on flying bridge renewed.

Steering compass renewed. Steering column on flying bridge renewed.

Wooddeck on lower bridge resaulted and payed.

Various fittings in way of upper and lower bridge renewed and cabins partly repainted.

Further various minor damages about the decks repaired.

It is further alleged vessel lost 1 bow anchor and 15 fathoms chain cable recently and, as no anchor and chain cable are obtainable at present, it is recommended that the bow anchor and 15 fathoms of chain cable shall be supplied at owners' earliest convenience.

Following damage repairs now carried out due to grounding at Bjedser on the 18th November 1940: -

Keelplates Nos. 1 & 12 removed, faired and refitted.

" " 3, 13 & 14 faired in place.

A doubling fitted in way of the two aftmost keelplates about 15'0" x 27" and edges have been electrically welded.

Starboard side: - A shake Nos. 1, 3, 7 & 13 faired in place.

A " " No. 2 removed, faired and refitted.

B shake Nos. 3, 5, 7, 8, 9 & 11 removed, faired and refitted.

B " " Nos. 4, 10 & 12 faired in place.

B " " No. 6 renewed.

C shake Nos. 3, 4, 5, 6 & 7 faired in place along the inner edge.

No. 1 length of bilge keel bullplate removed, faired and refitted.

No. 2 & 4 lengths of " " faired in place.

Port side: - A shake No. 2 removed, faired and refitted.

A " " Nos. 3, 4, 5, 7, 8, 11 & 12 faired in place.

B shake Nos. 3, 4, 5, 6, 7, 8, 9, 11 & 12 removed, faired and refitted.

C " " No. 2 removed, faired and refitted.

C " " Nos. 1, 3, 4, 5, 6, 7, 8, 9 & 10 faired in place.

D " " No. 5 removed, faired and refitted.

D " " No. 9 faired in place.

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The sternframe cropped at top 19'-6" from bottom and forward of stempost in way of arch and at bottom in way of ~~stempost~~^{propeller} above the solepiece and forward of propellerpost and after portion of sternframe renewed in accordance with plan approved for position of scarp at Gothenburg on the 6th. March 1942. Joints electrically welded by expert welders and the welding carried out continuously and found good.

Found the sternframe marked B. 19-5-42, S.V. 13118, P.E.

Aftmost plate in 3rd. shake below main sheer each side cropped and renewed 32" x 5'-4" and aftmost plate in A shake each side cropped and renewed 34" x 4'-0" for access with the welding.

The rudder taken ashore and cut adrift and the mainpiece of rudder straightened, rudderplate straightened and rudderplate refitted. All rudderpinfls and gudgeon bushes renewed. Rudderhead taken ashore, tried in lathe and refitted.

No. 1 double bottom tank starboard side:- Floors nos. 5, 6, 7 & 8 cropped and partly removed, faired and refitted. Floor No. 4 faired in place.

Bottombars on floors nos. 4, 5, 6, 7 & 8 cropped and partly removed, faired and refitted.

Bottombars on 7 intercostals faired in place.

Centerkeelsons faired in place from floor No. 4 to floor No. 8.

Tankside cropped and renewed at bottom at fore end 16'-0" x 20".

Tankside shellbar cropped and renewed 17'-0".

No. 1 double bottom tank port side:- Longitudinal frame No. 4 from centre removed, faired and refitted between floor No. 8 and watertight floor at after end about 27'-0".

Longitudinal frame No. 5 from centre removed, faired and refitted between floor No. 12 and watertight floor at after end about 12'-0".

Floors nos. 2 & 3 faired in place.

No. 2 double bottom tank starboard side:- Watertight floor at after end cropped and partly renewed.

Bottombar for same partly renewed.

Floors nos. 1, 2, 3, 4, 5, 11 & 12 cropped and partly removed, faired and refitted and bottombars for same cropped, partly removed, faired and refitted.

Floor No. 6 faired in place.

6 intercostals with shell bars removed, faired and refitted each 5'-6" x 3'-0".

Longitudinal frames nos. 1, 2, 3 & 4 from centre removed, faired and refitted between watertight floor at fore end and floor No. 8, each 46'-0" and No. 4 from centre removed faired and refitted about No. 8 floor 20 ft and 10'-0" renewed.

One bracketplate against watertight floor at after end removed, faired and refitted.

No. 2 double bottom tank port side:- Floors nos. 6, 7, 8 & 9 faired in place.

Floors nos. 10, 11 & 12 cropped and partly removed, faired and refitted.

6 intercostals with shell bars removed, faired and refitted and 3 intercostals faired in place.

Bracketplate at after end of longitudinal frames Nos. 4 & 5 removed, faired and refitted and bracketplate at fore end of No. 2 longitudinal frame faired in place.

No. 3 double bottom tank starboard side (In way of afterhold):- 2 intercostals faired in place.

Floors nos. 3, 4 & 5 faired in place.

No. 3 double bottom tank port side:- Bracketplate at fore end of No. 4 longitudinal frame faired in place.

5 intercostals with shell bars removed, faired and refitted.

No. 2 floor faired in place.

Floors nos. 3 & 4 cropped and outer part removed, faired and refitted with bottombars.

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Floors Nos. 5, 6 & 7 faired in place.

Floor No 8. riveted to tankside connecting bar.

Longitudinal frames Nos. 4, 5 & 6 faired in place.

Boiler & Engine room tank port side:-

No. 4 longitudinal frame faired in place.

Bottom cement in way of damage renewed.

All double bottom tanks and afterpeak tank tested after repairs.

Further minor damage in way of upper stake of poop port side and in way of poop deck stringer plate made good.

It was stated in my report No. 2972 that this vessel was alleged to have struck some unknown submerged object probably at Florningsvaag on the 23rd. December 1941, and that the sternframe had been carried away.

The fact is that the sternframe was carried away at Florningsvaag but after having examined the vessel in drydock it is my opinion that the sternframe received an initial crack when grounding at Gjyder in November 1940 and that this crack developed until the sternframe finally cracked at Florningsvaag with the result that the sternframe was suddenly carried away.

Due to wear and tear some minor repairs now carried out in way of the hatchways.

The owners request to be allowed to postpone the Special Survey 2nd No. 3 for a further period and it is recommended that the Special Survey be further postponed subject to the survey being completed and the necessary repairs carried out before the end of June 1943.

It is further recommended that the following repairs be carried out at that time:-

Forepeak tank:- Gusset plate port side at after end of longitudinal frames Nos. 1, 2, 3, 4 & 6 from bottom to renew. Further the tank to scale and clean and re-examine.Boiler and Engine room tank Starboard side:- No. 2 longitudinal tanktop frame to renew at fore end about 5'-0". No. 4 longitudinal tanktop frame to renew at fore end about 11'-6".

Forward topbar on No. 1 floor to renew between the 1st and 2nd longitudinal tanktop frame.

Aftmost topbar on No. 1 floor to renew from center keelson to No. 2 longitudinal tanktop frame.

Forward topbar on No. 2 floor to renew from No. 1 to No. 5 longitudinal tanktop frame.

Aftmost topbar on No. 2 floor to renew from center keelson to No. 5 longitudinal tanktop frame.

Forward topbar on No. 3 floor to renew from center keelson to No. 4 longitudinal tanktop frame.

Topbar on No. 1 intercostal from center to renew in way of the 1st and 3rd. space.

Boiler and Engine room tank port side:-

Forward topbar on No. 1 floor to renew from center keelson to No. 4 longitudinal tanktop frame.

Aftmost topbar on No. 1 floor to renew from center keelson to No. 3 longitudinal tanktop frame.

Forward topbar on No. 2 floor to renew from center keelson to No. 4 longitudinal tanktop frame.

Aftmost topbar on No. 2 floor to renew from center keelson to No. 4 longitudinal tanktop frame.

No. 2 longitudinal tanktop frame to renew partly in way of 2nd and 3rd space total 10'-0".

No. 1 intercostal from center to crop and renew at top in 4th space 33" x 20".

All holds to scrape and repaint.

No. 1 hold:- Lower stake of collision bulkhead to fit a small local doubling just above tanktop.Tanktop:- Starboard side:- Stake next centre:- No. 1 plate to crop and renew 8'-0" x 42" between webframes Nos. 1 & 2. No. 2 plate to crop and renew abreast No. 3 webframe 8'-0" x 5'-7".

2nd plate from aft to renew 8'-0" x 5'-3".

2nd. stake from centre:- 1st and 2nd plate from aft to crop and renew partly total 12'-5" x 5'-7" and

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No. 1 plate from aft to further double at after end 7'-0" x 18".

Port side:- Shake next centre:- No. 2 plate to crop and renew abreast No. 3 webframe 8'-0" x 5'-7" and No. 2 plate from aft to crop and renew 8'-0" x 5'-3".

2nd. shake from centre:- No. 1 & 2 plate from aft to crop and renew total 12'-6" x 5'-7".

Remaining part of ceiling to lift for further examination of tanktop.

No. 2 hold:- Gusselplate at stokehold bulkhead at No. 2 longitudinal frame from bottom at port side to renew. Stokehold bulkhead to double at starboard side next shipside 8'-6" x 34".

Tanktop:- 3rd. shake from centre port and starboard side to double between webframes Nos. 1 & 2 in way of No. 1 longitudinal tanktopframe 11'-0" x 12" and in way of No. 2 longitudinal tanktopframe from side 11'-0" x 14". Further various tanktopplates to drill testholes and gauge and remaining part of ceiling to lift for further examination of tanktop.

Lower deck in way of afterhold:- Stringerplates on both sides and various deckplates to drill testholes and gauge.

Foredeck:- 2 deckplates starboard side to drill testholes and gauge.

Bulwark top rail to renew 73 ft. on port side and 44 ft. on starboard side.

1 bulwarkplate to renew on port side 16'-6" x 2'-11".

Coaming plate of forecastle bulkhead to renew in way of starboard door 6'-0" x 18".

Afterdeck:- Bulwark top rail starboard side to renew about 47 ft.

3 aftmost bulwark stays on port side and 2 aftmost ones on starboard side to renew.

Bridge after end bulkhead to double 3'-0" x 18" at starboard side.

Poop bulkhead:- Coaming plate to renew below starboard door 36" x 18".

One bulkhead plate port and starboard side to renew, each 47" x 6'-11" and one plate on port side to double 14" x 14".

Bridge deck:- Deckplate No. 1 in way of port and starboard passage between midshiphouse and sidehouse to renew full length of deckhouse.

Aftmost and outer coaming of No. 3 bunker hatchway starboard side bridge deck to renew.

Poop deck:- Shake next centre port and starboard side to crop and renew at fore end 36" x 5'-5" and 24" x 5'-5" respectively.

Centre shake to crop and renew at fore end 4'-0" x 6'-0".

2nd shake from centre starboard side to renew No. 1 plate 8'-6" x 6'-0".

No. 1 stringerplate starboard side to double 3'-6" x 3'-4".

Following repairs due to wear and tear have now been carried out:-

No. 3 double bottom tank starboard side:- Watertight floor at fore end doubled in way of outer bay 5'-6" x 36". Centre keelson cropped and renewed at fore end 4'-0" x 37".

Bracket below thrust recess renewed in way of inner bay 28" x 18".

No. 1 intercostal cropped and renewed at fore end 32" x 18" at top.

No. 3 double bottom tank port side:- No. 3 intercostal cropped at fore end and renewed at bottom 33" x 15".

One intercostal renewed in way of 2nd. space 33" x 30".

No. 1 intercostal renewed at fore end 33" x 30". 3 topbrackets below thrust recess renewed.

No. 1 floor cropped and partly renewed 36" x 37".

6 visits by Mr. J. Olsen, Stavanger on the 11th, 12th, 13th, 22nd, 26th and 27th May.

1 copy of C.B. has been sent to the Oslo surveyors for issue to the Sjöfartskontor.