

14 JAN 1943

Port of Bergen No. 2990. 2909

on the steel screw steamer "FJELD" of Bergen.

Date of writing report 9th. November 1942

When handed in at local office 17th. November 1942

No. In 1939-40 Reg. Book 24519

Survey carried out at Stavanger.

Date first survey 18th. February 1942, last survey 17th. October 1942
20 visits.

Surveyed afloat and in Drydock. A/S Rosenberg Mekaniske Verksted.

Particulars of classification:- ~~100 A. 1~~

✠ 100 A. 1

8, 39

S.S. Rot. No. 3 -6, 29

S.S. Cpn. No. 2 - 38.

✠ L.M.C. 10, 38

B.S. 7, 41

C.L. 11, 39

Last report No. 2972. Port of Bergen.

A damage report was ~~made~~ made out by the Underwriters' Surveyor.

Society's Freeboard now verified 4 ft. 3 ins. ✓

Present condition of the:-

Decks..... See report.

Caulking of decks..... Good.

Coamings..... "

Beams & fastenings.... "

Outside plating..... "

Transoms..... "

Frames..... "

Longitudinals..... See report

Floors..... " "

Inner bottom plating.. " "

State if tanks now examined inside. Yes.

State if tanks now tested Yes.

Bulkheads..... See report.

Ceiling..... Good

Cement or asphalt..... Cement.

Rudder..... Good.

Steering gear & its connections.. Good.

Windlass..... Good.

Have watertight doors now been examined
and found efficient..... Yes.Have ventilators and their coamings
been examined and found efficient.. Yes.

Air and sounding pipes..... Good.

Doubling plates under sounding pipes.. Yes.

Engine room skylights..... Good.

Scuppers..... Good.

Cargo hatchways..... "

Hatches..... "

Equipment letter..... t. ✓

Anchors, No. of. ~~2~~ 2 B. 1 S.

Cables state if now ranged... No.

Cables rule length. 240 fathoms size 1 14/16" ✓

Repairs or examination as per rule for Bottom, damage, freeboard
renewal and part s.s. 2nd. No. 3.

It 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 'tweendeck spaces in way of holds have been cleared and examined. All weatherdecks, lower deck in way of holds, beams, frames, webframes, longitudinals, panting stringers, bulkheads, shellplating, casings, casingtop etc. examined.

Ceiling in foreholds has been lifted(No ceiling in way of afterholds partly and tanktop in way of holds cleaned and examined.

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Limberboards in way of holds have been lifted and the bilges examined. A number of cementchocks at sides have been removed and the structure in way thereof examined.

All double bottom tanks and afterpeak tank have been cleaned and examined. Forepeak tank examined, but should be scaled and cleaned for further examination.

Bottom cement examined. Afterpeak tanktop examined.

All double bottom tanks and fore and after peak 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, rodsm blocks, bolts, buffers, quadrant etc. examined.

Windlass 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 charthouse 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 recaulked 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 bower anchor and 15 fathoms chaincable recently and, as no anchor and chaincable are obtainable at present, it is recommended that the bower anchor and 15 fathoms of chaincable shall be supplied at owners' earliest convenience.

Following damage repairs now carried out due to grounding at Gjedser 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 2 aftmost keelplates about 15 ft. x 27" and edges have been electrically welded.

Starboard side:- A strake nos. 1, 3, 7 & 13 faired in place.

A strake No. 2 removed, faired and refitted.

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

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

" " " 6 renewed.

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

No. 1 length of bilgekeel bulbplate removed, faired and refitted.

No. 2 & 4 lengths of bilgekeel bulbplate faired in place.

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

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

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

C " " 2 removed, faired and refitted.

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

D " " 5 removed, faired and refitted.

" " " 9 faired in place.

The sternframe cropped at top 19'-6" from bottom and forward of sternpost in way of arch and at bottom in way of propellerpost above the solepiece and forward of propellerpost and after portion of sternframe renewed in accordance with plan approved for position of scarphs 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 L.R. 19-5- 42, S.V. 13118, P.E.

Aftmost plate in 3rd. strake below main sheer each side cropped and renewed 32" x 5'-4" and aftmost plate in A strake 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 rudderpintles and gudgeonbushes 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.
Centerkeelson 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 ft.

Longitudinal frame No. 5 from centre removed, faired and refitted between floor No. 12 and watertight floor at after end about 12 ft.
Floors Nos. 2 & 3 faired in place.

No. 2 double bottom tank starboard side:- Watertight floor at after end cropped and partly renewed. Bottom bar for same partly renewed.
Floors nos. 1, 2, 3, 4, 5, 11 & 12 cropped and 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 ft. and No. 4 from centre removed, faired and refitted abaft

No. 8 floor 20 ft. and 10 ft. 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. Floors nos. 5, 6 & 7 faired in place.

Floor no. 8 reriveted to tankside connecting bar.

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

Boiler and engineroom 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 strake of poop port side and in way of poopdeck 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 Honningsvaag on the 23rd. December 1941, and that the sternframe had been carried away.

The fact is that the sternframe was carried away at Honningsvaag, but after having examined the vessel in drydock it is my opinion that the sternframe received an initial crack when grounding at Gjedser in November 1940 and that this crack developed until the sternframe finally cracked at Honningsvaag 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:- Gussetplate 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 engineroom 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 frames.

Aftmost topbar on No. 1 floor to renew from centre 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 centre keelson to No. 5 longitudinal tanktop frame.

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

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

Boiler and engineroom tank port side:- Forward topbar on No. 1 floor to renew from centerkeelson to No. 4 longitudinal tanktop frame

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

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

Aftmost topbar on No. 2 floor to renew to renew from centerkeelson 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 centre to crop and rehew at top in 4th. space 33" x 20".

All holds to scrape and repaint.

No. 1 hold:- Lower strake of collision bulkhead to fit a small local doubling just above the tanktop.

Tanktop:- Starboard side:- Strake next center:- 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. strake from centre:- 1st and 2nd. plate from aft to crop and renew partly total 12'-6" x 5'-7" and No. 1 plate from aft to further double at after and 7'-0" x 18".

Port side:- Strake next center:- 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. strake 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:- Gussetplate 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. strake from centre port and starboard side to double between webframes Nos. 1 & 2 in way of No. 1 longitudinal tanktop frame 11'-02" x 12" and in way of No. 2 longitudinal tanktop frame from side 11'-0" x 14". Further various tanktop plates 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".

Coamingplate 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 afterend 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".

Bridgedeck:- 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 bridgedeck to renew.

Poopdeck:- Strake next centre port and starboard side to crop and

renew at fore end 36" x 5'-5" and 24" x 5'-5" respectively.
Centre strake to crop and renew at fore end 4'-0" x 6'-0".
2nd. strake 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".

Centerkeelson cropped and renewed at fore end 4'-0" x 37".

Bracketplate 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. T. Olsen, Stavanger on the 11th., 12th., 13th., 22nd.,
26th, and 27th. May.

1 copy of Cert. B. has been sent to the Oslo Surveyors for issue to
the Sjøfartskontor.

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 bower anchor
and 15 fathoms of chaincable being supplied at owners' earliest
convenience and to sternframe being specially examined next drydocking.

Special damage fee.....	Kr.750.-
Part S.S. and freeboard renewal.....	" 200.-
Part expenses.....	" 200.-
2nd, surveyor T. Olsen.....	" 130.-

Total...Kr. 1280.-

Fees applied for 29th. October 1942.

" received by me 29th. October 1942

Additional expenses Kr.400.- applied for 22nd. June 1942
and received by me on the 22nd. June 1942.

S. A. Ride

Surveyor to Lloyd's Register of Shipping.

Signed T. Olsen.



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