

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th April 1956 When handed in at Local Office 16th April 1956 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book Survey held at JARROW ON TYNE. Date, First Survey 18th Jan. 56 Last Survey 2nd April 1956
(No of Visits 41)
on the ~~Vessel~~ Steel "EDWARD JANSEN" (EX "MARANDELLAS")

18781 TONNAGE: — Built at W. HARTLEPOOL By whom W. Gray & Co. Ltd. When 1942 MONTH 4
GROSS 2847 Owners Jansen Rederi A/S Owners' Address BERGEN
UNDER DK — Managers Ingvar Jansen (If not already recorded in Appendix to Register Book)
NET 1695 Port belonging to BERGEN

Yes

Now

Surveyed Afloat or in Dry Dock? Both Name of Dock Mercantile Dry Dock Destined Voyage —
Cell DBor DBa feet: uE&B feet: f feet: f
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. 10479 Port Ad.

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

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
+ 100 A.1 3/55	+ L.M.C. 3/54
S.S. SHL. 3/54	B.S. 3/55
	T.S.C.L. 3/55
1 DK. N.S.	

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. YES OWNERS REF. Society's Freeboard (if assigned) as 4 ft. 6 ins. painted on Ship and now verified

NOT REQUIRED.

Was a damage report made by anyone else? if so, by whom p YES: UNDERWRITERS

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, ALTERATIONS (O.F. CONVERSION & TIMBER FREEBOARD ASSIGNMENT) AND DAMAGE

NOW DONE:—

Vessel placed in Dry Dock. Shell plating, sternframe and rudder (lifted) cleaned, examined and coated. Vessel undocked on the 1st April 1956.

EXAMINED:—

Weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their

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PRIMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	3	—	—	—	—	—	—	RUDDER STOCK RENEWED.
Removed and Faird or Repaired	1	—	—	—	—	—	—	
Faird or Repaired in place	3	7	—	—	2	—	—	

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Part Exd. Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	-do-	Ceiling	Not Exd.	Coal Bunkers, Openings, Covers, &c.	-do-	When fitted, Month	Year
Casings	-do-	Cement & Plaster	-do-	Oil Bunkers	-do-		
Frames & Fastenings	Part Exd. Good	Rudder	Good	Scuppers	Good	MAST	—
Outside Plating	Good	Steering gear and its connections.	-do-	Cargo Hatchways	-do-	Masts, Yards, &c.	Good
" " in way of sidelights	Not Exd.	Windlass	-do-	Hatches	-do-	Condition, how ascertained. From Deck (State if wedges removed.)	(none)
Frames	Part Exd. Good	Have pumps been examined and found efficient?	Not Exd.	Planking		Equipment letter	u
Reverse Frames	-do-	Have Sluice Valves been examined and found efficient?	None	Caulking		Anchors, No. of	3B - 1S
Longitudinals	None	Have Watertight Doors been examined and found efficient?	As Report	Treenails		Cables (State if now ranged) Not Ranged STATED COMPLETE.	
Transverses	-do-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length (on board.) mean diamr.	15/16"
Floors	Part Exd. Good	Air and Sounding Pipes. At Deck Good	Not Exd.	Transoms, Pointers & Crutches		" Rule length 270fms. size	15/16"
Keelsons	-do-	Doubling Plates under Sounding Pipes	Not Exd.	Timbers of Frame at openings		Chain Locker	Not Exd.
Stringers	Part Exd. Good			" " at other places		Hawseers & Warps	Sufficient
Inner Bottom Plating	As Report Yes			Stringers, Clamps & Shelves		Standing and Running Rigging	Efficient
Have the Tanks been examined internally?	As Report Yes			Salting		SALES	—
Have the Tanks been tested?				State if examined			

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 ss No. 1.38."

It is submitted that this Vessel, so far as now Surveyed, is eligible, in my opinion, to remain as Classed with Record of Docking 4/56, subject to "Sternframe (E.W. & Reinforced 2/54 and Starboard adjacent shell plate E.W. 3/55) being specially examined next Dry Docking".

(ENDORSEMENT OF CLASS - "SET IN STEM AND STEM PLATING ETC.")

Survey Fee (per Section 23)	£	:	:	Fees applied for,
ALTERATIONS (O.F. CONV.)	40	—	—	74 APR 1956
Special Damage or Repair Fee (if any)	£	27	6	Received by me,
TIMBER FREEBOARD ASSIGN.	15	—	—	19
Travelling Expenses (if chargeable)	£	:	:	
LATE FEES	12	1	6	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.

R. FERGUSON.

Lloyd's Register Foundation
012273-012278-010914

" EDWARD JANSEN " (EX "MARANDELLAS")

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EXAMINED CONT:-

closing appliances, windlass, general equipment, main and auxiliary steering gear, engine room and boiler room double bottom tanks and tunnel recess.

Renewal Freeboard Survey and Supplementary Conditions for Timber
Freeboard Assignment Carried Out.

REPAIRS "WEAR AND TEAR":—

Approximately 300 bottom shell rivets in way of Nos. 1 & 2 D.B. Tanks renewed.

Shell plate E1 (S.F.) after butt cut out and rewelded.

Miscellaneous minor caulking and welding repairs carried out.

Minor deck repairs, in conjunction with the Renewal Freeboard Survey, effected.

CONDITIONS OF CLASS:-

"Sternframe E.W. & reinforced 2/54 & adjacent shell plating (S.S.)
E.W. 3/55.)"

"Shell plate F5 (S.S.F) being permanently repaired by S.S".
this item has been satisfactorily attended to, see Damage Report

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 by Superintendent.
		Cwts.	qrs.	lbs.	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.

[illegible]

(1). It is recommended that this item be deleted.

"Tunnel Recess Top Beams, Etc., and Bulkhead Stiffeners"

examined and satisfactorily dealt with, see Damage Report (2).

It is recommended this item be deleted.

ENDORSEMENT OF CLASS:—

"Indent Shell Plating in Way of Coal Bunkers (S.S.)"

Satisfactorily attended to, see Damage Report (1). It is recommended
this item be deleted. *Det. Graham*, Cont. on Page 3..

DORSEMENT OF CLASS CONT:-

"Stem & Stem Plating, Etc., Set In"

This item examined and remains efficient meantime.

INTERIM CERTIFICATE ISSUED : COPY ATTACHED.

TERATIONS IN CONNECTION WITH O.F. CONVERSION ARRANGEMENTS:-

Carried out at this time in accordance with Rule Requirements and structural and piping plans approved LONDON on the 31st January 1956 and the 4th February 1956 respectively, and amended NEWCASTLE 2/56.

FEELWORK:-

The original fore and aft coal bunker bulkheads removed, new longitudinal bulkheads erected in the machinery space, and additional fore and aft bulkheads erected in the 'tween decks. New transverse end bulkheads erected in the 'tween decks and partially new end transverse bulkheads erected in the machinery space. New divisional bulkheads erected in Upper and Lower bunkers, the upper and lower bunkers in each case being common.

Existing Upper Deck plating in way of bunkers renewed and coal shoot openings plated over.

Bridge Deck plating in way of bunkers drilled and found satisfactory.

Bunker hatches on Bridge Deck removed and openings plated over.

Bunker "saddleback" hatch on casing top retained, hatch opening plated over at Bridge Deck level, thus forming galley coal bunker.

Stringers erected in each tank 10'-0" above the tank top.

The foregoing items carried out, in an efficient and proper manner, in accordance with the plan approved LONDON 31st January 1956.

TEELWORK ALTERED AT OWNERS REQUEST AND APPROVED NEWCASTLE :

- 1) End transverse bulkheads 64 (S) and 86 (P&S) all welded as detailed on amended plan, returned herewith.
- 2) Upper deck plating forming bottom of overhanging upper bunkers renewed and welded to adjacent strakes, Upper deck beams welded heel and toe.
All connections in way welded - the overhanging deck and all welded structure.

In connection with (1), the gutterways, oily bilges, etc., on the hold side of Bulkheads 64 and 86 dispensed with.

In accordance with the requirements and in connection with item (2),
drip trays fitted under overhanging bunkers in way of Boilers only.

Robt. Ferguson

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NEWCASTLE-ON-TYNE.

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EXAMINED AND TESTED:-

Engine Room (water Ballast) and Boiler Room (Dry) double bottom tanks (P & S) internally examined and tested with satisfactory results. Oil Fuel Bunkers (P & S) satisfactorily internally examined and tested on completion.

PIPING:-

Air and sounding pipes fitted as approved. Heating coils (in all tanks), examined and tested. Gutterways, oily bilges and suctions examined and tested in accordance with Approved Plan LONDON 4th February 1956, (amended NEWCASTLE)

ALTERATIONS IN CONNECTION WITH TIMBER FREEBOARD ASSIGNMENT:

The following "Supplementary Conditions of Assignment for Timber Freeboards" satisfactorily carried out in conjunction with Renewal Freeboard Survey.

- (1) Double bottom tanks; centre girder made tight for the midship $\frac{1}{2}$ L of vessel.
- (2) Fore and afters fitted below deck between beams under bulwark stays (Where not on beams).
- (3) Eye plates for lashings fitted to sheerstrake in accordance with the requirements.
- (4) Efficient arrangements, ie., metal sockets for securing uprights fitted to bulwark and stringer plate (P & S).
- (5) The door fitted to the passageway on the Upper Deck at aft end of Bridge leading into the Engine room strongly and permanently closed.

Freeboards verified and cut in.

In connection with the alterations carried out, a C11 (cont^d) was placed on board, copy attached.

ALTERATION TO DECKHOUSE ON BRIDGE DECK (SS):-

Deckhouse (crew accommodation) on Bridge Deck (SS) extended in an efficient and proper manner in accordance with rule requirements and arrangements approved NEWCASTLE.

TANK CAPACITIES:-

No. 1 O.F. BUNKER	AFT	(frs. 66-77)	Port - 100 tons	:	(frs. 64-77) Starb. - 140 tons
No. 2 O.F. BUNKER	FORWARD	(frs. 77-85)	Port - 88 tons	:	(frs. 77-85) Starb. - 88 tons
O.F. SETTLING TANK		(frs. 83-86)	Port - 20 tons	:	(frs. 83-86) Starb. - 20 tons

FOR INSERTION IN REGISTER BOOK:-

"WING TANKS IN MACHINERY SPACE O.F."

"FITTED FOR OIL FUEL 4/56, F.P. ABOVE 150° F."

Robt. Ferguson

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D A M A G E : : :

DAMAGE (1) Stated to have been caused by ranging at ST. JOHNS, NEWFOUNDLAND, on the 14th, 15th & 16th January 1955.
Damage in way of No. 2 Hold (SS) and O.F. BUNKERS (SS).

REPAIRS:- NUMBERED FROM FORWARD

Shell plate F.5	Renewed.	(1)
Shell plate G.5	Faired in place.	(1)
Shell plates E8 & 9	Cropped & part renewed	(2)
Four frames in way of F.5. & G.5.	Faired in place.	

DAMAGE (2) Stated to have been caused by heavy weather between the 7th & 21st April 1955, on voyage from SOUTH SHIELDS to SYDNEY, N.S. (See also MONTREAL Report No. 10479).
Damage in Tunnel recess (P.S)

REPAIRS:-

Two beams	Faired in place.
Two beam knees	Renewed.
One bulkhead stiffener	Renewed.

RUDDER STOCK FOUND FRACTURED:

Steering engine run forward and quadrant, tiller etc., removed, and stock unshipped.
A new stock was fitted, quadrant, tiller etc., replaced and steering gear tried with satisfactory results.
Forging Certificate for new Stock attached.

RUDDER:- Several rivets renewed, others caulked as necessary.

DAMAGE (3) Stated cause unknown.
Damage in way of No. 3 Hold (S.S)

REPAIRS:- NUMBERED FROM AFT

Shell plates G.7	Removed faired & refitted	(1)
Shell plates G6 & H7	Faired in place.	(2)
Three frames in way	Faired in place.	

DAMAGE FEES:

- (1) £7 - 7 - 0
- (2) £14 - 14 - 0
- (3) £5 - 5 - 0

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R. FERGUSON
NEWCASTLE-ON-TYNE

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