

DISCLOSED SECTION

17 JUN 1955

Rpt. 8.

(Received at London Office)

No. 30263

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31-5-1955 When handed in at Local Office 31-5-1955 Port of ANTWERP
No. in Reg. Book Survey held at ANTWERP Date, First Survey 8-3-55 Last Survey 8-5-1955
75141 on the Wood, Iron or Steel 30 G.S.M. "RINGTELL" (No. of Visits 6)

TONNAGE: GROSS 9640 UNDER DEK 8649 NET 5509
Built at Odense By whom Odense Staalskibstred When 1935
Owners Ringdals Rederi A/S Owners' Address -
Managers Olav Ringdall Port belonging to Oslo

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Mercantile Dry Dock
BorDBa feet: uE&B feet: f feet
capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—Al. alterations in the existing records should be underlined.

st Report, No. 6826 Port HPX

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 A1 + HMC C 3.53
9.54 DBS 9.54
Re-classed 4.50
20 Kel - 3.53 SOL P. 3.53
S 3.53

Carrying Petroleum in Bulk
Society's Freeboard (if assigned) as painted on Ship and now verified

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and in detail the nature and extent of Examinations of 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form and also the dates and initials of any letters respecting this case.

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 & marks

Was a damage report made by anyone else? if so, by whom? CONTINUOUS SURVEY

REPAIRS, OR EXAMINATION AS PER RULE FOR Condition and Damage (1) stated to have been caused by contact with the quay in Singapore on the 20th of January, 1954 & Damage (2) Heavy weather from 22/9/54 & 25/1/55.

done for condition The vessel was placed in a dry dock, the Bottom, Keel and middle were cleaned, examined found or placed in good condition and coated. Examined Weather decks, hatchways with their closing and securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlass, steering gear and general equipment. Anchors and chain cables ranged and chain locker examined and all found or placed in good condition. Vessel undocked 29-5-55
done for repairs for damage (1) Shell plate of hot steel side cracked and part

PRIMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	2 Part renewed One fixed							4 Transverse bulkhead plates renewed.
Removed and Faired or Repaired		in place						
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Keel Good	Examinable, good	Good	(State if on Felt.)
Decking of Decks Good	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Stowings Good	Cement or Asphalt	Oil Bunkers	
Ropes & Fastenings Good	Rudder Good	Scuppers Good	Boats Good
Slide Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Masts, Yards, &c. Good
" " in way of sidelights	Windlass Good	Hatches Good	Condition, how ascertained. (State if wedges removed.)
Frames	Have pumps been examined and found efficient? Not Examined	Planking	Equipment letter AT 29/16
Longitudinals	Have Sluice Valves been examined and found efficient? Not Examined	Caulking	Anchors, No. of 3 B 13 keel
Transverses	Have Watertight Doors been examined and found efficient? Not Examined	Treenails	Cables (State if now ranged) Yes
Decks	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stems	" length 300 mean diam 2 8/16 (on board.)
Bottom Plating	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	" Rule length 300 size 2 9/16
Interior of the Tanks been examined internally? No	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker Good
Interior of the Tanks been tested? See Report.		" " at other places	Hawsers & Warps Good
		Stringers, Clamps & Shelves	Standing and Running Rigging Good
		Splines	Sails

General Observations, Opinion as to Class, Recommendation, &c.: This vessel so far as this survey, thus, for example:— to remain as classed in the Register Book consequent upon survey, 1,38, or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
has been in good condition and in my opinion is eligible to be retained as at present classed with fresh record of dry docking 3.55 and without special condition regarding the two aft keel butt straps.

Survey Fee (per Section 23) Docketing fr. 1100.-	Fees applied for, 15-6-1955
Special Damage or Repair Fee (if any) (per Sec. 23) fr. 6500.-	Received by me, 19
Travelling Expenses (if chargeable) fr. 700.-	
Second Surveyor's Fee (if any)	

Vol. Hounth...
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY 1 July 1955
Character Assigned NORWEGIAN
Withdraw class at Owners' request
Thursday 2/5th July 1955
Classification Committee's decision confirmed.

29/6/55

Handy

Is Certificate required? If so, to be sent to

012445-0740

N.B.—If this Report is copied by Copying Press, especial 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.

renovated, stem bar cropped 10 ft and part renewed. Shell plate C. 1 (P. 5) cropped and part renewed. No 3 shell frame (hs) saved in place. How done for repair for damage no 2 Transverse bulkhead plate between nos 2, 3 centre tanks found fractured was renewed. Transverse bulkhead plate between nos 7, 8 centre tanks found fractured was renewed. Transverse bulkhead plate between nos 9, 9 centre tanks found fractured was renewed. Transverse bulkhead plate between nos 9, 10 centre tanks found fractured was renewed. A number of rivets and part seams were caulked and made tight. On completion of repairs the cargo tanks were tested and found tight. Special Condition The no 2 (from aft) keel butt strap was renewed at this time, it is recommended that this item be deleted.

S. H.

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.			
	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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					
Iron Stream Chain } or Steel Wire }													



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