

170 APR 1953

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd April 1953 When handed in at Local Office 2nd April 1953 Port of KIEL
 No. in Reg. Book 24680 Survey held at KIEL Date, First Survey 5th March Last Survey 30th March 1953
74382 on the ~~Wood~~ Steel T.S. M.V. "RINGFJELL" (No. of Visits 31)

Tonnage: 9640 Built at Odense By whom Odense Staalskibsvft. ved AP Møller When 1953 1935 8
 Owners Ringdals Rederi A/S Owners' Address _____
 Managers Olav Ringdal Port belonging to Oslo

Surveyed Afloat or in Dry Dock? both Name of Dock Kieler Howaldtswerke afloat Deutsche Werke dry dock Destined Voyage _____
 Call Bor DBa _____ feet; uE & B _____ feet; f _____ fee
 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. 25849 Port Syd

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Survey 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? CONTINUOUS SURVEY.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY AND LONGITUDINAL STRENGTHENING

NOW DONE FOR SPECIAL SURVEY: Vessel placed in dry dock, bottom and rudder (lifted) cleaned, examined and coated. Anchor and cables ranged and examined.
 Forward hold, peaks, pump rooms, engine and boiler spaces cleared, ceiling removed as required.
 Steelwork examined throughout, scaled and coated as necessary. The shell plating drilled as necessary.
 The plating in way of sidelights examined.
 All double bottom tanks, oil fuel bunkers, settling tanks, deep tanks, fore and after peak tanks, cargo tanks and cofferdams examined internally and tested.
 Decks (drilled as necessary), chain locker, masts and rigging, hatch coamings, covers and their closing appliances, ventilator coamings and covers, steering gear and auxiliary gear, windlass, hand pumps, watertight doors, air and sounding pipes and striking plates examined. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>good</u>		<u>good</u>		<u>good</u>		(State if on Felt.)
Caulking of Decks	"	Ceiling	<u>good</u>	Rock Bolts		When fitted, Month	Year
Coamings	"	Cement	<u>good</u>	Oil Bunkers	<u>good</u>		
Beams & Fastenings	"	Rudder	<u>good</u>	Scuppers	<u>good</u>	Boats	<u>good</u>
Outside Plating	"	Steering gear and its connections	<u>good</u>	Cargo Hatchways	<u>good</u>	Masts, Yards, &c.	<u>good</u>
" " in way of sidelights	<u>good</u>	Windlass	<u>good</u>	Hatches	<u>good</u>	Condition, how ascertained	<u>by examination</u>
Frames	"	Have pumps been examined and found efficient?	<u>yes</u>	Planking		(State if wedges removed.)	<u>d +</u>
Reverse Frames	"			Caulking		Equipment letter	
Longitudinals	"			Treenails		Anchors. No. of	<u>3 B + 1 S</u>
Transverses	"			Breasthooks & Stemson		Cables (State if now ranged)	<u>yes</u>
Floors	"			Transoms, Pointers & Crutches		" length	<u>300 f. mean diam. 2 8/16"</u>
Rock Bolts				Timbers of Frame at openings		" Rule length	<u>300 f. size 2 9/16"</u>
Stringers	<u>good</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>yes</u>	" " at other places		Chain Locker	<u>good</u>
Inner Bottom Plating	<u>good</u>	Air and Sounding Pipes	<u>good</u>	Stringers, Clamps & Shelves		Hawsers & Warps	<u>efficient</u>
Have the Tanks been examined internally?	<u>yes</u>	Doubling Plates under Sounding Pipes	<u>good</u>	Salting		Standing Rock Bolts Rigging	<u>good</u>
Have the Tanks been tested?	<u>yes</u>						

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."

This vessel, is eligible, in my opinion, to remain as classed with fresh record of dry docking 3,53 and notation of s.s.Kel.-3,53.

Survey Fee (per Section 29)	Special Surv. £	171	10	0	Fees applied for,
Special Damage or Repair Fee (if any)					
<u>Longitudinal strengthening</u>	<u>50</u>	<u>0</u>	<u>0</u>		Received by me,
Travelling Expenses (if chargeable)	18	10	0		
Sunday fees 8.3.53+15.3.53	14	14	0		
Late fee 14.3.53					
Second Surveyor's Fee (if any)					

Committee: Manus
 Character Assigned: 3,53-Kel. (with endorsement)
S.S. Kel. 3,53 + LMC CS 3,53
S.3,53
DRS 3,53
 TUES. 5 MAY 1953
 TUESDAY 30 JUN 1953
 Surveyor to Lloyd's Register of Shipping.
 Certificate required? If so, to be sent to _____
 012439-012445-0231/2

Transfer Ink. (MADE AND PRINTED IN ENGLAND.)
 The Surveyors are requested not to write on or below the space for Committee's use.
 NORWEGIAN

m.ley

20021

CERTIFICATE WRITTEN

Cargo tank suction pipe strums removed.

Renewal freeboard survey carried out and marks verified.

WEAR & TEAR REPAIRS (Plates numbered from forward)

Shell plating renewed: Port B. 13 (1)

Doubler plates fitted - 1/2 breadth - B+C strake p+s in way of main pumproom,

Doubler plate fitted strbd. E. 8 (partly pitted)

Shoe plate fitted in way of keel plate No. 1 and 1/2 length of No. 2 numbered from aft.

Defective rivets renewed - appr. 680 - oil

Hatchways

All stiffeners on cargo/tank steel covers renewed.

7 hatchway coamings of cargo oil tanks doubler plates fitted.

Escape hatch on top of steel cover to dry cargo hold faired, repaired and all toggles renewed.

Guard Rails

Partly faired in place.

Gooseneck Vents

All hinged steel flaps made workable and toggles partly renewed.

Air Pipes

led to oil tanks, all wire gauzes renewed, 11 canvas covers renewed, remainder all wood plugs renewed.

Sounding pipes

Sounding pipe D.B. fuel oil tank p.s. renewed.

Wing tanks p+s

Doubler plates fitted to all upper and lower stringers.

Anchors and cables

All shackle pins opened, 8 renewed.

26 studs renewed and 63 studs hardened up.

1 end link of chain cables renewed.

8 shackles and 1 length of 15 fms. of chain cable re-tested,

at Hamburg Proving House Stülcken & Sohn and verified.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		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.

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.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			

Rigging

3 shrouds renewed.

LONGITUDINAL STRENGTHENING

NOW DONE: The whole structure in way of all cargo tanks and pumprooms have been scaled

and specially examined and found slightly wasted and bottom shell slightly grooved in way of wasted butts and heels of odd bottom frames.

Shell and deck plating examined and found in good order. No evidence of

'working' or buckling in the decks has been found. The bottom shell, side shell

plating, deck plating, longitudinal bulkheads, and longitudinal girder

have been drilled as required and gauged for thickness.

RESULTS OF DRILLING IN mm as follows:

Shell plating

Port side				Starboard side			
Frame Nos.	69	104	137	Frame Nos.	69	104	137
Strake K	27	26	27		27	27.5	26
J	16.5	17	18		17	16	17
H	16	17	15.5		16.5	18	19.5
G	18.5	19.5	14		18	22	16
F	20	17.5	14		21.5	19.5	18
Bilge E	22	21.5	22		21	22	21
D	17	19.5	18		17	19	18.5
C	18	19	19		16.5	17.5	18
B	17	17	18		17.5	17.5	19
A	19	18.5	17.5		15.5	19	18.5
Keel plate	26	25	23.5				

Deck plating

Stringer	E	22	22	22.5	22.5	21	23
D	13	13	13	13	13	14	
C	21	20	21.5	22	19	19	
B	20	20	18.5	21.5	22	20	
A	20	20	19	20	23	20	
Centre strake	12	12.5	13				

Longitudinal Bulkheads

Upper strake	8	8	8.5	8	8.5	8
Lower strake	11	13.5	12	12	13	12

Longitudinal girders in centre tanks

Centre girder	15	12	11	12.5	12.5	11
Side girders	13	12	11			

Girders in the centre tanks throughout Nos. 2-10 and the girders in the wing tanks throughout Nos. 3-10 have been fitted in accordance with the approved plan SKR 2. After completion, main cofferdam aft and all cargo oil tanks tested, deck plating in way of pump room hose tested and proved satisfactory.

The above longitudinal strengthening has been satisfactorily carried out, with tested material and approved electrodes and the workmanship employed is good.

Ship undocked: 19th March, 1953.

Chain Cables

No. of Cert.: Retest 475 Length and size supplied: Length 27.7 mm diam. 65 mm

Test per Certificate: statutory kgs 118200 breaking -

Weight of chain cable: Supplied kgs 3331

with shackles: 2 end & 6 joining shackles

Description: mild steel stud link

Makers of cables: Hansa Kettenfabrik, Dortmund

Where and when tested and Superintendent: Hamburg 3.53 B.H.

George Noh

N.B.—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.

Insert Character of Ship and measuring

This Certificate required & if so, to be sent to