

24 APR 1950

No. 168

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 18th April 1950 When handed in at Local Office 18th April 1950 Port of KIEL  
No. in Survey held at KIEL Date, First Survey 19th March Last Survey 29th March 1950  
Reg. Book. on the ~~Wood, Iron or Steel~~ M.T. "RINGFUELL" (ex "Krossfenn") (No. of Visits 6)  
TONNAGE Built at Odense By whom Odense Staalskibsvft. When 1935 MONTH 8  
GROSS 9640 Owners Ringdals Rederi A/S Owners' Address  
UNDER DK 8649 Managers Olaf Ringdal Port belonging to Oslo  
NET 5509

Surveyed Afloat or in Dry Dock? Both Name of Dock Howaldtswerke afloat Destined Voyage  
Cell DBor 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. 10477. Port Kiel

(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. S. 14/3/50 with encl.

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 not required

Society's Freeboard (if assigned) as painted on Ship and now verified 5.40 +

Was a damage report made by anyone else? if so, by whom? yes, U.W.'s Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND DOCKING

Damage stated to have been caused:

- 1.) By contact with a quay wall at Calcutta Harbour on 24th September, 1949;
- 2.) By contact with a quay wall whilst dry docking at Kiel on 18th March, 1950.

NOW DONE: Vessel placed in dry dock, bottom and rudder cleaned, examined and found or placed in good order and coated. Examined bulkheads, longitudinals, transverses in cargo wing tank No. VI starboard side, cargo wing tank No. I port side, and the structural parts of the aft main cofferdam, and found or placed in good order.

REPAIRS FOR DAMAGE: (Plates counted from forward)

Damage No. 1 Contact with quay wall at Calcutta.

Starboard shell plate J. 15 cropped and forward part renewed.

P.T.O.

QUANTITY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
newed ...	1 partly	--						
renewed and Fair'd or Repaired	--	--						
renewed or Repaired in place ...	4	2						

## CONDITION OF THE

good	Bulkheads	part exd. - good	Engine Room Skylights	good	Copper, or Y.M.	
"	Catting		Boat Bunkers, Openings, Covers, &c.		(State if on Felt.)	
"	Cement or Asphal		Oil Bunkers		When fitted, Month	Year
good	Rudder	good	Souppert		Boats	good
good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good
good	Windlass	good	Hatches	"	Condition, how ascertained from deck	
good	Have pumps been examined and found efficient?		Planking		(State if wedges removed.)	
"	Have Sluice Valves been examined and found efficient?		Caulking		Equipment letter	at
"	Have Watertight Doors been examined and found efficient?		Treenalls		Anchors. No. of	3 B 1 S
only - yes	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	no
only - yes	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length	stated complete
	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		" (on board)	mean diamr.
			" " at other places		" Rule length	300 fms size 2 1/2"
			Stringers, Clamps & Shelves		Chain Locker	
			Salting		Hawser & Warps	good
			State if examined.		Standing and Running Rigging	"

Opinion as to Class, Recommendation, &amp;c.:

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 the survey, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 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, as far as now seen, is eligible, in my opinion, to remain as classed with fresh record of dry docking 1950.

Survey Fee (per Section 29) Docking £ 8: 8: 0  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 21: 0: 0  
Travelling Expenses (if chargeable) £ 1: 10: 0  
Sunday Fees 19/3 + 26/3/50 £ 16: 16: 0  
Second Surveyor's Fee (if any) £ : : :  
Fee applied for, Received by me, 19/4/50

Committee's Minute

FRI. 26 MAY 1950

Character Assigned: Write off both S.S. Kel 5.49  
(Ch) 3.50 CERTIFICATE WRITTEN. Replaced 4.50

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



REPAIRS FOR DAMAGE (ctd.):

Damage No. 1 (ctd.)

Starboard shell plates H. 14 and 15 faired in place.

2 frames faired in place.

Starboard wing tank No. VI and aft cofferdam hydraulically tested and found in order.

Damage No. 2 Contact with quay wall whilst dry docking at Kiel.

Port shell plates G. 4 and F. 5 faired in place.

38 rivets in landing F. - G. strake in way of indents renewed.

Port wing tank No. 1 hydraulically tested and found in order.

DOCKING:

Vessel placed in dry dock, bottom and rudder cleaned, examined and found or placed in good order and coated. Examined keel, stern, sternframe, spectacle frames, bottom and side plating and bilge keel, and found or placed in good order. Weather decks, cargo tanks with their bulkheads, longitudinals and transverses (centre tanks Nos. I, VII, VIII, and IX, and wing tanks Nos. IV and V PS and SS and No. VI PS) casings, hatch coamings and closing appliances, ventilator coamings, steering gear, windlass and equipment generally examined and found or made satisfactory.

## REPAIRS FOR WEAR AND TEAR:

Port Bilge Keel	1 butt strap renewed, 40 defective rivets renewed.
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Starboard Bilge Keel 20 defective rivets renewed.

Fore peak tank, forward cofferdam, deep tanks PS and SS, main cargo wing tanks No. V PS and SS and No. VI PS and centre tanks Nos. VIII and IX hydraulically tested and found or brought in good order. 15 defective shell rivets renewed and some minor leakages made good.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

## ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

With reference to Secretary's letter S. of 14th March, 1950, regarding some alleged defective workmanship carried out as stated at Brest in 1948 (E., F. and G. strake in way of SS wing tanks Nos. IV and V), I have to state that I have examined the rivetting in question, and found it now satisfactory, and no repair was required in that area at this time.

А. Вильз