N/N "RINGFJELL"

Rpt. 8. (Received at London Office .....) No. 31

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd August 1948 When handed in at Local Office ..... 19.... Port of Nantes

No. in Reg. Book. ~~27781~~ 23583 Survey held at Brest Date, First Survey 13th July Last Survey 20th August 1948 (No. of Visits 6)

on the ~~Wood, Iron or~~ Steel twin-screw motor tanker "Kronsprinz"

~~6534T~~ ~~Suppl 9640~~ TONNAGE :— GROSS 9323 UNDER DK. ~~8649~~ NET 5550

Built at Odensee By whom Odensee H. A. P. Møller When YEAR 1935 MONTH 8

Owners ~~Sold to Norway by Fonds Jadmiraute~~ OLSEN & UGELSTAD Owners' Address (If not already recorded in Appendix to Register Book).

Managers ..... Port belonging to Norwegian

Surveyed ~~Afloat or~~ in Dry Dock? Dry-dock Name of Dock Arsenal dry-dock No. 2 Destined Voyage Petroleum trade

Cell D Bor D Ba ..... feet; uE & B ..... feet; f ..... feet

al 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.

ast Report, No. 3895 Port Gul

riodical Surveys, when held, must be reported in detail and seriatim 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.

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? H. B. Mylchreest & Co

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).
✠ 5.40	✠
	oil engines

Society's Freeboard (if assigned) as painted on Ship and now verified ..... ft. ..... ins.

EPAIRS, OR EXAMINATION AS PER RULE, FOR ~~Temporary~~ permanent or, repairs on the two parts of the vessel cut in two and mark August 1944 by bomb action from enemy, and refloated in June 1948, in order to tow safely the two parts separately from Brest to Kiel.

Found. Stern part. Starboard side 1 large hole in bilge strake and 2 strakes above from frame 63 to 79. 1 large do and bad indents in bilge strake and 2 strakes above from frame No. 86 to 99. 1 large hole temporarily repaired welded steel box with internal stiffeners. 3 small holes aft. Several indents. Superstructure partly deformed. Port side. 2 large holes temporarily repaired by external steel boxes, one with internal stiffeners, and the other with external stiffeners. 5 small holes plated over and welded. Several indents. Superstructure partly deformed. Rudder blocked at side.

Forward part. Starboard side. 6 small holes plated over and welded. Several indents. Port side. 3 small holes plated over and welded. One very large indent not leaking. P.T.O.

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

SENT CONDITION OF THE

s ..... seems good	Bulkheads ..... repaired	Engine Room Skylights ..... panels broken	Copper, or Y.M. (State if on Felt.)
ting of Decks ..... /	Ceiling ..... /	Coal Bunkers, Openings, Covers, &c. broken	When fitted, Month ..... Year .....
ings ..... partly deformed	Cement or Asphalt ..... /	Oil Bunkers ..... seem good	Boats ..... missing
s & Fastenings ..... good	Rudder ..... seem good	Scuppers ..... good	Masts, Yards, &c. ..... do
de Plating ..... many holes & indents	Steering gear and its connections ..... blocked up	Cargo Hatchways ..... partly deformed	Condition, how ascertained (State if wedges removed.) ..... /
" in way of sidelights ..... do	Windlass ..... unbolted - dirty	Hatches ..... missing	Equipment letter ..... a f
es ..... about 35 broken	Have pumps been examined and found efficient? ..... out of order	Planking	Anchors, No. of ..... 2 left
rse Frames ..... /	Have Sluice Valves been examined and found efficient? ..... out of order	Caulking	Cables (State if now ranged) ..... /
ltudinals ..... /	Have Watertight Doors been examined and found efficient? ..... blocked up	Treenails	" length ..... ? mean diamr. ..... ? (on board.)
verses ..... /	Have Ventilators and their Coamings been examined and found efficient? ..... not good	Breasthooks & Stemson	" Rule length ..... size .....
s ..... seem good	Air and Sounding Pipes ..... repaired	Transoms, Pointers & Crutches	Chain Locker ..... good
ons ..... do	Doubling Plates under Sounding Pipes ..... /	Timbers of Frame at openings	Hawsers & Warps ..... missing
gers ..... /		" " at other places	Standing and Running Rigging ..... missing
Bottom Plating ..... seem good		Stringers, Clamps & Shelves	Sails ..... /
the Tanks been examined internally? ..... No		Salting ..... (State if examined.)	
e the Tanks been tested? ..... No			

eneral Observations, Opinion as to Class, Recommendation, &c. :— The two separate parts of this vessel are now in sufficient condition for a long voyage in tow and can, in my opinion, be safely towed the forward part stern first and the stern part stern first, and by calm sea from Brest to Kiel. The "Kronsprinz" would remain as now recorded in the Register Book with fresh annotations: Sold to Norway - Laid up pending Survey - Reclassification contemplated.

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."

Survey Fee (per Section 29)	£	:	:
Special Damage or Repair Fee (if any) (per Sec. 29)	frs	: 28	: 000
Travelling Expenses (if chargeable)	frs	: 18	: 000
Second Surveyor's Fee (if any)	£	:	:

Fees applied for, 21/8 1948

Received by me, ... 19....

Surveyor to Lloyd's Register of Shipping.

FRI. 24 SEP 1948

Committee's Minute ✓

Character Assigned Deferred

Write Kiel

LLOYD'S REGISTER of SHIPPING 8, Place Mendès-France, NANTES Telephone 840-85

Is Certificate required? If so, to be sent to Mr. Cailland & fils - 21 Quai a Dugommier Nantes (France)

10m.2.46.—Transfer Ink. (MADE AND PRINTED IN (The Surveyors are requested not to write on or below the space for C

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Both parts

All steel work externally and internally very dirty, rusted and muddy – Deck houses, hatchways, coamings, ventilators and superstructures partly deformed – Many doors, covers, ventilator cowls, or closing gear and all fittings broken, missing, or in bad condition. Skylights pannels and sidelights and windows broken, missing or in bad condition. All deck and internal piping and valves dirty and in bad condition – All accomodation and furniture completely ruined – Wood decks rotten – Masts, rigging, life boats missing – Davits and greatest part of equipment missing or in very bad condition.

Now done – Permanent repairs – Two large holes on St.bd side Shell plates renewed on bilge strake from frames No. 63 to 79 and from No. 86 to 99; also on 1st strake above – Shell plates renewed on 2nd strake above from frame No. 65 to 77 and faired in dep from fr No. 87 to 99. All frames partly renewed in way of damage – All bulkheads permanently repaired – All beating rivets made tight.

Temporary Repairs. All other holes blanded by welded plates –

Hull scraped and cleaned but not recoated –

Rudder put right and quadrant strongly blocked up in place –

All deck openings, doors, hatchways, skylights, sidelights, windows, ventilator coamings, pipe ends and valves temporarily closed up by welded plates or wooden work –

A bower anchor and cable fitted at aft end of stern part – 1 bower anchor and cable fitted in port hawse pipe and windlass overhauled as necessary

Sounding pipes repaired and made good in all compartments –

Motor portable pumps (3 for the stern part, and 2 for the forward part) fitted on with suctions in all bilges –

Life boats, salvage and signalling gear, water tanks and accomodation for 8 men fitted on each part – Regulation lights and Navigation gear for towage fitted on each part

Both parts taken out of dry dock on the 20th August and suitably ballasted.

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.	If Patent, state name of Patentee.		If Stockless, state Mechanical Test.
	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.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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