

Date of writing Report 30/5/58

Port Reykjavik

No. 3018

Survey held at Reykjavik

When handed in at Local Office

Received London

13 JUN 1958

No. of Visits 10

First Date 28/2 19 58

Last Date 17/5 19 58

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

02991 on the Iron or Steel M.S. "BALDUR"

Built at Lowestoft

By Whom E.A. Constructors Ltd.

Tons gross 366

Year 1942

When 1942

Owners Baldur h.f.

Owners' address Skipasundi 17, Reykjavik

Managers J. Franklin

Port of Registry Dalvik

Surveyed Afloat or in Drydock Both

Name of Dock Slippfelaði i Reykjavik

Date of last examn. in Drydock 6/56

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 2718

To be filled in at Head Office.

Port

Rjk

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS
Date of Special and of Drydocking Surveys, etc.

Machinery

Class expired 7/57

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

Freeboard as marked on ship and now verified

ft

ins

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Special Survey.

NOW DONE. Vessel placed on slipway 10/4 and unslipped 30/4/58. Outside planking carefully examined and found good. Stem, keel, sternframe and rudder cleaned and examined, found or put in good condition. Closed ceiling planks in fore and after holds removed at many places to enable access to examination of shell planking inside and timbers of frames. All found good. Ceiling refitted with necessary renewals. Timber at all other places, stringers, clamps and shelves carefully examined and found good. At this examination I was assisted by an expert in wood construction Mr. Petur Ottason. *Approved 28.7.58.*

REPAIRS. Rudder disconnected and removed. Heel pintle dressed and heel bush renewed. Rudder trunk - steel pipe - with continuous liner of bronze inside was disconnected and removed. The rudder trunk was found slightly loose in the sternpost. The rudder trunk is secured by steel flange at lower end screwed upon the pipe against the wood sternpost and afterwards bolted to same. The threads inside the flange and outside on the rudder trunk (steel pipe) were found worn. New threads were now cut on the steel pipe and the flange built up by electric welding inside and new threads made. Plate of steel, was now made and fitted on the wood sternpost in way of the rudder trunk. For further particulars of the new plate fitted see attached sketch. The plate was chaped after the stern post and same cut and dressed in way of plate, as necessary. Afterwards the plate was secured with bolts. The steel plate at the upper end of the rudder trunk was also renewed of steel of heavier material and secured with new bolts. After fitting of both plates the rudder trunk was fitted and the flange at lower edge afterwards secured to the steel plate by steel bolts bored and fitted after the flange had been

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to Yes, undersigned.

If so, is the Report sent now, or when will it be sent? Sent now.

Has Interim Certificate been issued?

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This vessel is in good and efficient condition eligible in my opinion to have the record of Docking Survey 4/58 and the notation of Restoration Special Survey 5/58 for the carriage of light cargoes, made in the Register Book.

V.R. Jessor
Surveyor to Lloyd's Register of Shipping

TUESDAY 12 AUG 1958

Date of Committee

Minute

Restore class

SA - from 5.58 "For the Carriage of Light Cargoes"

DS 4.58 Subject
TS 4.58

ES 5.58

Noted
for
Header

NOTED FOR POSTING 217

CERTIFICATE WRITTEN.



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013463-013470-0219

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Special

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank	Yes.	
Rudder lifted	Yes.	A.P. "		
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (Indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes.			
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds	Yes.	Deep Tanks		
Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	Yes.	Side Tanks		
After " "		Wing Tanks		
Engine Space	Yes.	Other Tanks		
Boiler "		Cargo Tanks (Tankers)		
Under Engines and Boilers	Yes.			
Tunnel and Well	Yes.	Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker	Yes.			
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes.Have the bilges been cleaned out and examined? Yes.

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected?

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes <u>Good</u>
Rudder and Sternframe <u>Good.</u>	Cargo and other Hatchways <u>Good.</u>	Doubling Plates under Sounding Pipes "
Decks "	Hatches and closing appliances "	Masts and Rigging examined and found "
Superstructures and their closing appliances "	Ventilators, their coamings	Condition, how ascertained <u>from aloft</u>
Coamings and Casings "	and closing appliance "	(State if wedges removed)
Beams and Fastenings "	Companionways and Skylights "	Chain Locker <u>good</u>
Frames "	Shell Openings	EQUIPMENT
Reverse Frames	Ash Shoots	Equipment Letter
Longitudinals	Overboard Discharges and Scuppers <u>Good</u>	Anchors, No. of <u>2B 1K</u> Condition <u>Good</u>
Transverses	Freeing ports "	Cables (State if now ranged and examined) <u>1" port side</u>
Floors	Steering Gear (Main and Auxiliary)	" length <u>210 f.</u> mean diam. <u>1 1/8" std.</u>
Keelsons	examined and found "	" Rule Length <u>165 f.</u> Size <u>1"</u>
Stringers	Windlass examined and found "	Hawsers and Warps <u>Sufficient.</u>
Inner Bottom Plating	Pumps " " "	State if any Anchors or Chain Cable have
Bulkheads and Tunnel	W.T. Doors " " "	now been supplied or retested, if so,
		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No.

See Below

REMARKS, REPAIRS, Etc. (Contd.) sufficiently hardened up. Rudder refitted, steering engine reassembled and complete
rudder tested and found operating efficiently.
Outside planking caulked and puttied as necessary. Rigging overhauled.
Trivial repairs effected.

Survey Fee Kr. 3,200,00
 Repair " 1,050,00

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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