

COPY.

Lloyd's Register of Shipping.

Port Hälsingborg.

20th July, 1928,

This is to Certify that
T. ÅKESON.

the undersigned Surveyor to this Society did at the request of Den Gjensidige Dampskibsassuranceforening SKJOLD at Porsgrund, with the consent of the Owner and his Representatives, examine the Steel Twin screw Steamer "N.T. Nielsen Alonso", 9516 tons gross, of Larvik, H. Andresen, Master, subsequent to Damage I stated to have been caused by heavy weather on the 17th November 1927 while on a voyage from Hobart to Ross Sea, Damage II stated to have been caused by ice pressure in the Ross Sea on the 22-27th November 1927, Damage III and IV stated to have been caused through collision with the whaleboat "Pol I" on the 24th and 30th December 1927 in the Ross Sea, Damage V stated to have been caused by the starboard propeller striking a whale on the 2nd January 1928 in the Ross Sea, Damage VI and VII stated to have been caused by heavy weather on the 15th and 25th January 1928 in the Ross Sea, Damage VIII stated to have been caused by fire in the bunkers on the 26th January to 1st February 1928 in the Ross Sea, Damage IX stated to have been caused by heavy weather on the 14th and 15th February 1928 in the Ross Sea, and Damage X stated to have been caused by collision with the quayside and grounding at Amsterdam the 10th May 1928 while on a voyage from that port to Larvik.

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This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
The Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society.

For further particulars please see Log Book.

On examination which was carried out on the 14th June 1928 while vessel was lying alongside the quay of Nya Varvsaktiebolaget and at Landskrona and on the 17th and 20th June 1928 while the vessel was lying in the Graving Dock at the same yard, the following defects, stated to have been caused by the alleged casualty, were ascertained, viz:-

I.

4 handrail stanchions at port side aft found broken.

II.

Starboard side:

Ice doubling plate in way of I-1, K-1, and L-1 found badly bent.

Deck strake shellplate N:o 1 found badly bent.

2 frames found bent.

About 200 shellrivets in way of the fore-peak tank and in way of Nos 1 and 2 fuel oil tanks port and starboard side found leaky.

About 50 rivets in brackets, frames and angles lugs in way of fore-peak found missing and loose.

2 brackets in way of fore peak found badly bent.

The lower aftermost plate in way of whale ^{uptake/} aft found badly bent.

Port side:

Deck strake shellplate N:o 11 found bent in 3 places.

" " " 16 " badly bent.

" " " 17 " bent.

" " " 12 " "

1 frame in way found bent.

Deck strake shellplate N:o 8 found bent.

" " " 12 " "

The lower aftermost plate in way of whale uptake aft found badly bent.

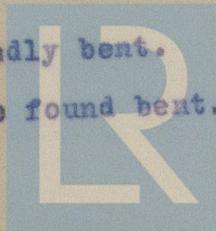
III.

Starboard side:

Deck counter plate aft found badly bent.

" " " forward same found bent.

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IV.

board side:

two counter plates found bent.

half round cope iron in way found missing.

V.

board propeller:

propeller blades found bent at edges.

segment in way of propeller boss found partly missing.

opening aft between shaft and lignum vitae found to be 10 m/m.

VI.

the aftermost winch at starboard side with seating and pipes found entirely broken down.

VII.

port and starboard whale oil tanks in way of Tween deck above nos 3 and 4 whale oil deep tanks found leaky.

VIII.

the lower cross bunkers spaces found badly corroded by rust.

the lower horizontal stringer plate with face angles in way of forward bulkhead found badly bent.

no 7 whale oil deep tank port and starboard side found leaky.

IX.

sidelights with frames port and starboard in way of upper fore deck found missing.

sidelights port and starboard in way of accommodations forward amidships and aft found broken also 2 sidelights in way of front bulkhead of forward accommodation amidships.

sidelights and frames port and starboard in way of the whale bunkery found more or less leaky and several dead-lights found broken.

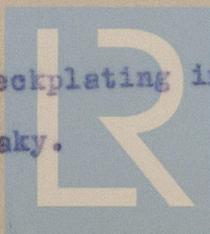
bulwark stanchions at starboard side aft found badly bent.

the ventilator coaming at starboard side on after deck above the provision store room found bent and the angle ring in way of

deck found broken.

several seams and rivets in deckplating in the vicinity of above

mentioned ventilator found leaky.



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/ continued /

The hand-rail aft port and starboard found badly bent and broken.
The wood sheathing and wood hatches in way of shelter deck aft found missing all over.

The docking telegraph found out of use and the table broken.

The electric light installation and leads in way of upper deck found out of use, partly broken down and missing.

4 ventilator cowls forward found missing.

The hand rail forward found bent.

The w.c. door at starboard side forward found missing.

One B.A. stanchion port side forward found bent.

Damage X.

Shell plates N:os 14 and 17 in O;strake starboard side found bent.

2 seams in H:strake starboard side found leaky.

The 1st, 2nd and 5th length of bilgekeel at port side found badly bent.

The 2nd, 3rd and 4th length of bilgekeel at starboard side found badly bent and fractured.

About 25 rivets in the bilgekeels port and starboard found loose.

The port propeller boss and 2 blades of same propeller found badly fractured and broken, also 1 blade bent at edges.

Cement in way of propeller boss found partly missing.

The metalring in way of stern bush for lignum vitae found fractured and loose.

1 length of driving shaft of the steering engine found fractured.

2 springs of the steering gear found broken.

RECOMMENDED:-

Damage I.

4 hand rail stanchions at port side aft to be renewed.

Damage II.

Starboard side:

Ice doubling plate in way of I-1, K-1 and L-1 to be removed, faired and replaced and electrically rewelded to stem.

K-strake shellplate N:o 1 to be faired in place.

2 frames to be faired in place.

200 shellrivets in way of the fore peak and in way of N:os 1 and

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2 fuel oil tanks port and starboard side to be renewed.

50 rivets in brackets, frames and angle lugs in way of fore peak to be renewed.

1 brackets in way of fore peak to be renewed.

1 " " " " " " " " cropped and partly renewed.

In order to effect these repairs one large cement casing in the fore peak / temporary repairs / must be removed.

The fore peak tank and Nos 1 and 2 fuel oil tanks port and starboard and Nos 4 and 5 whale oil deep tanks port side to be cleaned and tested with water pressure.

Both anchor chains to be removed and replaced.

The chain locker to be cleaned & oiled.

The lower aftermost plate in way of whale uptake aft port and starboard to be removed, faired and replaced.

Starboard side:

Strake shell plate No 11 to be faired in 3 places.

" " " " 16 " " removed, faired and replaced.

" " " " 17 " " faired in place.

" " " " 12 " " partly cut a drift and faired in place.

Frame to be faired in place.

Strake shell plates Nos 8 and 12 to be faired in place.

III.

The counter plate port side aft to be removed, faired and replaced and the plate forward same to be faired in place.

IV.

Starboard side:

The counter plate to be partly cut a drift and faired in place and the adjoining plate to be faired in place.

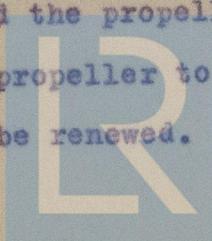
The half round cope iron in way to be renewed for a length of 6'.

V.

Starboard propeller:

The propeller to be removed and the propeller shaft to be drawn for examination. Shaft and propeller to be replaced.

Lower part of lignum vitae to be renewed.



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2 propeller blades to be faired in place.

Cement in way of propeller boss to be partly renewed.

VI.

The aftermost winch at starboard side aft with seating and pipes to be renewed.

VII.

Port and starboard whale oil tanks in way of Tween deck above Nos 3 and 4 whale oil deep tanks to be cleaned, 20 defective rivets to be renewed, leaky seams to be caulked up and cement fitting in way of ship sides to be renewed. The tanks to be tested with water pressure after repairs effected.

VIII.

The lower cross bunkers spaces to be cleaned, chipped free from rust and coated with Bitumastic cement and Enamel as before.

Ceiling in way of tanktop and bilges to be removed, the tanktop and bilges to be cleaned and chipped free from rust. The double bottom tank in way to be tested with water pressure and made tight where necessary. Tanktop to be tarred and cemented and the bilges to be cementwashed.

The ceiling to be relaid new.

The lower horizontal stringer plate with face angles to be removed and replaced.

In order to effect these repairs, 300 tons coal, must be removed and after repairs effected replaced.

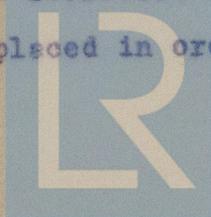
No 7 whale oil deep tanks port and starboard side to be cleaned, made tight where necessary and tested with water pressure.

IX.

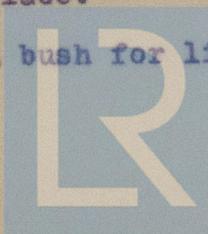
Sidelights openings port and starboard in way of upper fore deck to be permanently closed by riveted plates.

2 sidelights port and starboard in way of accommodations forward, amidships and aft to be renewed, also two sidelights in way of front bulkhead of forward accommodation amidships.

Sidelights and frames port and starboard in way of the whale cookery to be overhauled and placed in order and broken deadlights to be renewed.



bulwark stanchions at starboard side aft to be renewed.
The ventilator coaming at starboard side on after deck above the
provision store room and the angle ring in way of deck to be re-
newed.
The wood sheathing in way of steel deck above the store room and
the lining inside same to be removed. Several seams and rivets in
backplating in the vicinity of above mentioned ventilator to be
made tight. Wood sheathing and lining to be replaced partly new.
The hand rail aft port and starboard to be renewed.
The whole wood sheathing and wood hatches in way of shelterdeck
to be renewed.
The docking telegraph to be overhauled and placed in order, the
cable to be renewed.
The electric light installation and leads in way of upper deck
to be generally overhauled with renewal of broken and defective
material.
The ventilator cowls forward to be renewed.
The hand rail forward to be faired in place.
The w.c. door at starboard side forward to be renewed.
The stanchion port side forward to be faired in place.
The bell plates N:os 14 and 17 in O:stake starboard side to be
repaired in place.
The seams in H:stake starboards side to be caulked and made tight.
The 1st and 2nd length of bilge keel at port side to be removed,
repaired and replaced.
The 5th length to be faired in place.
The 2nd, 3rd and 4th length of bilge keel at starboard side to be
renewed.
About 25 rivets in the bilge keel port and starboard to be renewed
The port propeller to be removed, the boss with bolts, and nuts in
way of 2 blades to be renewed. 2 propeller blades to be renewed
and 1 blade to be faired in place.
The metalring in way of stern bush for lignum vitae to be placed
in order and refastened.



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The propeller shaft to be drawn for examination and replaced.

Propeller to be replaced.

Cement in way of propeller boss to be renewed.

The rudder to be lifted for examination and replaced.

Sea cocks and valves to be opened up and the condenser covers to be removed and replaced.

The steering engine to be opened up for examination and starboard length of the driving shaft to be renewed.

2 springs of the steering gear to be renewed.

In order to effect the above recommended repairs the vessel must be drydocked and stay in drydock until these repairs are completed.

Vessels bottom to be cleaned up to the light water line and coated twice with approved patent composition.

All new and repaired materials to be coated twice with red lead.

The cost of carrying out the above recommended repairs is calculated to the following amount viz:-

Kr. / Sw. / 92.680:- / Ninetytwothousandsixhundredandeighty /.

The above recommendations were made with a view to place the vessel in the same efficient condition she was in previous to when the alleged casualty occurred.

Fee / including travelling expenses / Kr. / Sw. / 545:85.

LLOYD'S REGISTER, HELSINGBORG

J. Arneson.



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