

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th Feb. 1942 When handed in at Local Office 9th Feb. 1942 Port of Baltimore, Maryland
No. in Survey held at Baltimore, Maryland Date, First Survey and Last Survey 22nd Jan. 1942
Reg. Book. (No. of Visits 2)

80427 on the ~~Wood Iron on Steel~~ S.S. "NORDVANGEN"
TONNAGE:— Built at Danzig By whom Internatnl S. B. & E. Co. Ltd. When 1929
GROSS 2400 Owners Skibsaktieselskap Karaibien Owners' Address —
UNDER DK. 1999 Managers Gorrissen & Co. Akties. Port belonging to Oslo
NET 1386

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Maryland Drydock Baltimore, Maryland Destined Voyage —
Cell DBor DBa feet; uE&B feet; f feet
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. 41946 Port New York

(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.)

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

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).
* 100 A1 12, 41	* LMC MS 12, 41
ss N.Os. No. 2-37	BS 8, 41
ss N.Y.R. No. 3-12, 41	TS CL 12, 41 N
N.Ns 5	
Cargo battens not fitted.	
Fitted for oil fuel 9,36 F.P. above 150° F.	

Society's Freeboard (if assigned) as 2 ft. 8-1/2 ins.
painted on Ship and work carried

Report Herewith

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage

Damage stated to have been sustained through encountering heavy weather on 14th January 1942 and subsequent dates whilst on a voyage from Hamilton, Bermuda, to Norfolk, Virginia.

Damage Repairs:— Approximately 400 defective shell rivets caulked and welded in way of No. 1 D.B. tank and No. 5 D.B. tank (s.s.).

Aft end of keel plate caulked and welded.

No. 3 gudgeon bushing and retaining ring renewed.

All pintle nuts tested.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks Good	Bulkheads —	Engine Room Skylights Good	Copper, or Y.M. —
Caulking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	(State if on Felt.)
Coamings "	Cement or Asphalt —	Oil Bunkers —	When fitted, Month — Year —
Beams & Fastenings "	Rudder Good	Scuppers —	Boats Good
Outside Plating "	Steering gear and its connections "	Cargo Hatchways Good	Masts, Yards, &c. "
" in way of sidelights —	Windlass "	Hatches "	Condition, how ascertained from deck
Frames —	Have pumps been examined and found efficient? —	Planking —	(State if wedges removed.)
Reverse Frames —	Have Sluice Valves been examined and found efficient? —	Caulking —	Equipment letter S
Longitudinals —	Have Watertight Doors been examined and found efficient? —	Treenails —	Anchors, No. of 3B 1S
Transverses —	Have Ventilators and their Coamings been examined and found efficient? —	Breasthooks & Stemson —	Cables (State if now ranged) No
Floors —	Air and Sounding Pipes —	Transoms, Pointers & Crutches —	" length stated mean diamr. —
Keelsons —	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	" (on board) complete size —
Stringers —		" " at other places —	Chain Locker —
Inner Bottom Plating —		Stringers, Clamps & Shelves —	Hawser & Warps sufficient
Have the Tanks been examined internally? —		Salting (State if examined.) —	Standing and Running Rigging efficient
Have the Tanks been tested? In way of damage			Sails —

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 so far as now seen is in good and efficient condition and eligible in my opinion

to remain as classed * 100 A1 with fresh record of survey 1,42.

Survey Fee (per Section 29)	£	:	—	Fees applied for,
Special Damage XXXX Fee (if any) (per Sec. 29)	£	:	40.00	Feb. 9, 1942
Travelling Expenses (if chargeable)	£	:	4.50	Received by me,
Second Surveyor's Fee (if any) Late Fee	£	:	10.00	19

Committee's Minute

Character Assigned

NEW YORK MAR 4 1942

100 A1 cargo battens not fitted
Fitted for oil fuel 9,36 F.P. above 150° F.

Surveyor to Lloyd's Register of Shipping.



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