

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22.1.42

When handed in at Local Office 23.1.42

Port of Falmouth

No. in Survey held at Falmouth

Reg. Book.

Date, First Survey 20-8-41

Last Survey 13-1-42 19

26881 on the Wood, Iron or Steel M.S. KONGSGAARD

55

TONNAGE:-

GROSS 9467

UNDER DECK 8993

NET 5677

Built at Malmo

By whom Wickham M.V. Skitub

YEAR.

MONTH.

When 1937

8

Owners Skibs A/S Solvang

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers A. G. G. G. G. G.

Port belonging to Stavanger

Surveyed Afloat or in Dry Dock? Both

Name of Dock N° 3 Dry Dock

Destined Voyage

Cell D Bor D Ba

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Report, No. 22785. Port SWS.

When held, must be reported in detail and serially in the terms of the Rules and Items remaining to be reported. 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 meeting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he

has rendered his services for this purpose and to whom and why they were declined *yes, not required*

Society's Freeboard (if assigned) as 8 3/4 ins. painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage. Special Survey N° 1

Damage stated to have been caused through the vessel being in collision with S.S. "TREWORLAS" on the 17th June 1941 and by enemy action on the 27th June 1941 and placed in dry dock and the following damage repairs satisfactorily carried out:—

1. Enemy Action

Cell Plating. Numbered from aft

Plate N° 9, failed in place

U. Port Side. Numbered from aft

Strake N° 11 plate, removed, failed and refitted

" N° 7.8 plate, removed

" N° 9 plate, removed, failed and refitted

OF DAMAGE REPAIRS:—

	Shell Plates.	L. Frames.	R. Frames.	Floors and Bracket Floors	L. Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Removed	18	30 Part 14			9 Part 5	30	5	as stated
Removed and Failed or Repaired	10	11			5	3	3	
Removed or Repaired in place	7	4				3		

CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Feet.)
"	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
"	"	Cement or Asphalt	"	Oil Bunkers	good	Boats	good
Watertight	"	Rudder	good	Scuppers	"	Masts, Yards, &c.	"
in way of sidelights	good	Steering gear and its connections	good	Cargo Hatchways	"	Condition, how ascertained	by examination
"	"	Windlass	"	Hatches	"	(State if wedges removed)	
"	"	Have pumps been examined and found efficient?	yes	Planking		Equipment letter	47
"	"	Have Sluice Valves been examined and found efficient?	yes	Caulking		Anchors, No. of	3-1
"	"	Have Watertight Doors been examined and found efficient?	yes	Treenails		Cables (State if now ranged)	yes
"	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length (on board)	mean diam.
Plating	"	Air and Sounding Pipes	good	Transoms, Pointers & Oratches		" Rule length	size
Plating	"	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		Chain Locker	
Plating	"			" " at other places		Hawsers & Warps	good
Plating	"			Stringers, Clamps & Shelves		Standing and Running Rigging	"
Plating	"			Siding	(State if examined.)	Sails	yes

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 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, 1938," or "to remain as classed and to have record of survey, 1938, and the notations of ss No. 1-38."

is in efficient condition and eligible in my opinion to remain as classed and to have fresh record of survey 1.42 and notation of S.S. 1-42; subject to indicated plating (Port Side) in way of N° 2.3 wing tanks and poop structure (Starboard Quarter) and plating etc. port side forward being dealt with at the Owners' convenience. Deck plating between pump room & bridge (E.W. 1.41) to be examined and replaced. The pump room to be examined and replaced in respect of inner bottom plates adjacent to hatch of shell plating in way of pump room.

Survey Fee (per Section 20) 25 10 0

Special Damage or Repair Fee (if any) 89 5 0

Travelling Expenses (if chargeable) 15 15 0

Second Surveyor's Fee (if any) 15 15 0

Committee's Minutes

Character Assigned

FRI. 13 FEB 1942

100A 100B 100C

Copy: per in book

S.S. No 1-42

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Fees applied for,

Received by me,

19

Surveyor to Lloyd's Register of Shipping.



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M.S. "KONGSGAARD"

Damage Repairs Continued. Enemy Action

Side Longitudinals Port Side, N°3 Wing Tank

N° 1.2.3 cropped and part renewed

N° 4.5 cropped, part removed, faired and refitted

N° 6.7.8.9.10.11 cropped and part renewed

N° 12.13.14 cropped, part removed, faired and refitted

Longitudinal Bulkhead Port Side

Lower strake cropped six inches forward of Transverse N°57 and renewed to existing butt between Transverse 52/53 with intermediate butt as originally 55/56 (2 Plates)

All new bulkhead plating riveted

2nd Strake from Bottom

Cropped and part renewed from between Transverse 52/53 to butt between Transverse 56/57 with intermediate butt as originally between Transverse 53/54 (2 Plates)

3rd Strake from Bottom

Renewed from butt between Transverse 51/52 to butt between Transverse 57/58 with intermediate butt as originally between Transverse 54/55 (3 Plates)

4th Strake from Bottom

Cropped and part renewed from between Transverse 52/53 to butt between Transverse 56/57 with intermediate butt as originally between Transverse 53/54 (2 Plates)

Top Strake, cropped and part renewed from butt between Transverse 52/53 to immediately forward of Transverse N°56 and with intermediate butt as originally between Transverse 56/57 (2 Plates)Stiffeners Horizontal, Numbered below deck. In way of N°4 Centre Tanks N° 1.2.3.4.5.6.7.8.9.10.11.12.13 renewed. All stiffeners welded to 'thwartship' bulkheads. Fifteen brackets to 'thwartship' bulkhead renewedIn Way of Pump Room

N° 1.2.3.4.5.6.7.8.9.10.11.12.13 renewed. All stiffeners welded to 'thwartship' bulkheads. Shelf plates and lugs N° 1-13 inclusive on port side of bulkhead in pump room wing renewed

Stiffener brackets & lugs to 'thwartship' bulkheads N° 1-13 inclusive renewed.

In Way of N°5 Centre TanksN° 5.6.7.8.9.10.11.12.13, cropped, part removed, faired and refitted
New butts welded.

Stiffener brackets to 'thwartship' bulkheads N° 6-13, removed, faired & refitted

Transverses at Longitudinal Bulkhead (Welded to Bulkhead)

N° 53 & 54 renewed complete

Transverses on Bottom (Welded to Shell)

N° 53 Plating cropped at N°3 bottom longitudinal, outboard portion removed, faired and refitted; new butts & splices made & fitted

M.S. "KONGSGAARD"Damage Repairs continued

Additional connection bar made and fitted to shot girders on N°3 bottom longitudinal taking transverse N°52

Face bar cropped and part renewed and new butt welded

Stiffeners taking bottom longitudinal and longitudinal bulkhead stiffeners N°12-13, removed, faired and refitted

N°54 Plating cropped at N°3 bottom longitudinal, outboard portion renewed and new butts made & fitted

Additional connection bar fitted to shot girders on N°3 bottom longitudinal taking transverse bulkhead N°55

Face bar cropped & part renewed & new butt welded

Stiffeners taking bottom longitudinal and longitudinal stiffeners N°12-13 renewed. Inboard portion of transverse faired in place

Boundary Bars. Double bars to deck and bottom shell cropped and part renewed & butt welded

Longitudinal Bulkhead, Starboard Side, In way of Pump Room
Welded patches made & fitted in way of holes in 2nd strake from bottom below N°9 stiffener from deck and top forward corner. Indents in top strakes and strakes below, faired in place. N°3-5 stiffeners faired in place. Forward brackets & leg on N°1 stiffener renewed, after bracket on N°2 stiffener removed, faired and refitted.

N°53 Web. Face bar cropped & part renewed, faired & refitted and new butt welded. Web plate faired in place

N°54 Web. Web plate & face bar faired in place

Transverse Bulkhead N°52 (N°3-4 Centre Tanks)

Part web face bar cropped at N°3 stiffener, part renewed, faired & refitted and new butt welded

Centre web face bar cropped at N°4 stiffener, part renewed, faired & refitted and new butt welded. Part centre web plate faired in place

Transverse Bulkhead N°55 (N°4 Centre Tank & Pump Room)

bottom
All renewed plating riveted at seams & butts, but welded to shell, deck and part longitudinal bulkhead. All strakes of plating cropped ^{to starboard side of centre line} and part side renewed with suitable shift of butts

Stiffeners. Numbered below deck

N°1-13 inclusive cropped to starboard side of centre line and part portions renewed with new butts welded

Part side Web & Brackets to bottom shell and deck longitudinal in line with same as opposite side of bulkhead. Web and brackets welded to bulkhead plating. Renewed complete together with shot guides to transverse N°54

Centre line web. (Welded to Bulkhead). Plating cropped and lower portion renewed with new butt riveted. Face bar renewed complete

Stiffeners renewed, faired and refitted. Two brackets to shot girders renewed. Starboard side, web & brackets to bottom shell & deck longitudinal in line with same on opposite side of bulkhead. Faired in place

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M.S. "KONGSGAARD"Damage Repair continued

Bottom Longitudinal connection bars. Welded to top flange of longitudinal and bulkhead. N^o 1.2.4.5.6 port & N^o 1.2 starboard renewed Transverse Bulkhead N^o 56. (N^o 5 Centre Tank - Pump Room)

All renewed plating riveted at seams & butts, but welded to bottom shell, deck and port longitudinal bulkhead

Bottom. 2nd & 3rd stringers cropped at either side of centre line to obtain suitable shift of butts and port side portions renewed

4th and top stringers and on starboard side between starboard web and starboard longitudinal bulkhead, faired in place

Stiffeners. Numbered below deck

N^o 6 to 11 inclusive, cropped clear of new plate butts, port portions, removed faired and refitted and new butts welded

Port side web & short girders to transverse N^o 57. Face bar & web removed, faired and refitted

Web plate & short girder plate, faired in place

Bottom longitudinal connection bars. Welded to top flange of longitudinal & bulkhead. N^o 5 & 6 renewed. N^o 1.2.4, removed, faired & refitted

N^o 2 Side Tank Port Side. N^o 51 Transverse. (Welded to shell)

Side transverse plate cropped at N^o 5 longitudinal below deck and lower portion renewed with new quadruple riveted overlap

Side transverse face bar cropped between N^o 4 & 5 longitudinals and lower portion removed, faired & refitted with new butt welded

Stiffeners removed, faired and refitted

Bottom girder plate face bar cropped & part removed, faired and refitted and new butt welded. Bottom girder plate, faired in place

N^o 53 & 54 Transverse (Welded to shell & longitudinal bulkhead)

Renewed complete at ribs & bottom (8 Plates) & (34 Angles)

N^o 52 & 55 Wash Bulkheads. Welded to shell, deck & longitudinal bulkhead

Renewed complete (12 Plates) (94 Angles)

Forward Bulkhead of N^o 2 Wing Tank Port Side N^o 56 A. (Welded to shell, deck and longitudinal bulkhead)

Renewed complete, 5 plates, 16 flanged plates, 13 Bulb Angles, 21 angles.

Pump Room Port Side. Transverse Bulkhead N^o 56 in way of N^o 2 Wing Tank Port (Welded to shell, deck, & longitudinal bulkhead)

All plating, stiffeners and bottom longitudinal legs renewed complete 5 plates, 13 Bulb Angles, 4 angles.

Stiffener brackets & legs removed, faired and refitted; 26 flanged brackets, 11 angle legs, 2 bracket legs

N^o 3 Wing Tank. Port Side. N^o 57 Transverse. (Welded to shell and longitudinal bulkhead) Side transverse plate cropped between N^o 5 & 6 longitudinals below deck and lower portions renewed with new quadruple riveted overlap. Face bar on side transverse, removed, faired & refitted

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M.S. "KONGSGAARD"Damage Repairs continuedN°3 Wing Tank Port Side continued

Transverse floor renewed. Face bar on transverse floor removed, faired and refitted. Stiffeners on side & bottom transverse, removed, faired & refitted (7)

Upper Deck Port Side, Numbered from after end of Bridge. A Strike in centre.

A 3, faired in place. B 3, renewed. B 4, faired in place

C 3, removed, faired and refitted. C 4, renewed and extended; in 2 plates

C 5, cropped and faired in place. D 3, removed, faired & refitted

D 4, removed, faired and refitted

Stringer E 3 & 4 renewed.

Doubling plate in way of Samson Post and cargo pipe renewed

Deck stringer bar removed, faired and refitted

Deck Centre Guides in way of Pump Room (Welded to transverse bulkheads)

Renewed complete with the exception of two brackets. 3 Plates, 2 Bulb Angles
Two brackets removed, faired and refitted

Deck Centre guides in way of N°4 centre tank

Plate cropped and part renewed; 2 Brackets renewed

Deck Longitudinals (Welded to transverse bulkheads at ends) Numbered from centre line.

In way of Cargo Tanks

N°1 cropped & part removed, faired and refitted, new butt welded

N°2 2 3 4 5 6 7 8 9 10 cropped, part renewed and new butt welded

In way of Pump Room

Four longitudinals in centre and one starboard wing renewed

Four longitudinals in port wing renewed, faired and refitted

One longitudinal bracket renewed

Deck Transverse N°53 & 54 in way of N°2 Wing Tank renewed complete (Welded to shell, deck and longitudinal bulkhead). 2 Plates, 2 flanged plates & 10 angles

Deck Transverse N°53 in N°4 centre tank; plate cropped and part renewed with new butt welded. Face bar cropped and part renewed, faired & refitted; with new butt welded.

Deck Transverse N°54 in N°4 centre tank, plate cropped to port side of centre line and port portion renewed with new quadruple riveted overlap. Face bar cropped and part renewed and new butt welded
Five stiffeners renewed.

Short deck guides in way of port web on N°55 bulkhead in N°4 centre tank renewed

Deck Transverse N°57 in N°3 wing tank, plating faired in place

Face bar cropped and part renewed removed, faired and refitted with new butt welded

Cargo Tank Hatches. N°2 Port hatch, renewed complete

N°3 Port hatch, removed, faired & refitted

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M. S. "KONGSGAARD"Damage Repairs continued

Forecastle deck on port side, new flush deck plate fitted and welded in way of splinter hole. Upper deck plating in forecstle store, fair in place

Tank Testing

N^{os} 1.2.3.4.5.6.7.8.9.10 Centre cargo tanks; N^{os} 1.2.3.4.5 Wing cargo tanks, port and starboard, fore and after cofferdams, fore deep tank, fore and after peak tanks, nose bunker, engine room double bottom tanks, fresh water tank in engine stern space tested by head of water on completion of repairs and found tight. Pump room flooded and shell examined

Cargo, bunkering, steam and gas lines

All valves, pipes and fittings in way of damage removed, removed or repaired as necessary and afterwards tested

All new and disturbed work cleaned and coated

All removals as found necessary.

2 Collision DamagePort Side Forward, Forecastle Sheer Strakes

Riveting plate ripped about twelve feet forward of bulkhead and after hatch removed.

Forecastle Side, after plate forming port bulwark plate, ripped about thirty-two inches forward of bulkhead and after part removed

Main Sheer Strake

N^o 4 Plate from forward, fair in place and fracture electrically welded

Deck stringer plate, fair in place.

Deck gunwale bar, " " "

Bulwark plate stay removed, fair and refitted

Bulwark B.A. stanchion removed, fair and refitted

Bulwark B.A. rail removed

Bracket and lug to forecstle bulkhead removed, fair and refitted

Rivets in vicinity tested and removed as necessary

Rails and stanchions on Forecstle deck and fore deck, fair in place

Port Side After Deck

N^o 10 Plate from aft in main sheer strake, fair in place

Port side poop part and side

Bulwark plate forming poop maining plate and poop side plate removed

N^{os} 2-3 plates from forward on poop side, removed, fair and refitted

N^{os} 7-8 plates from aft on main sheer strake, removed, fair and refitted

N^o 6 plate " " " " " " fair in place

N^{os} 6-7 plates from aft on 1st strake below main sheer strake, fair in place

N^o 3 Stanchion on poop to boat deck, removed, fair and refitted

Mooring pipe and doubling plate, removed and refitted

Bulwark B.A. angle rail, removed, fair and refitted

Two B.A. stanchions and lugs, removed, fair and refitted

Bulwark plate stanchion removed

Collision

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M.S. "KONGSGAARD"Special Survey N-1 continued

All centre cargo tanks, all wing cargo tanks, cofferdams, oil fuel cross bunkers, fore deep tank, fore and after peak tanks, pump rooms, all double bottom tanks, fresh water tanks examined internally, afterwards tested as required by the Rules and found tight.

Peaks, fore hold, machinery spaces, stowage spaces throughout including under nightlights, examined and put in satisfactory condition.

Decks, general equipment, hatchways, hatches, covers, casings, masts, rigging, ventilation, coamings, windlass, steering gear and its connection, pumps, air and sounding pipes examined and put in satisfactory condition. Sticking plates fitted under sounding pipes. Freeboard inspected.

Wear & Tear RepairsMain repairs carried out

Rudder lifted, main piece removed on account of welding repair in way of rudder coupling, coupling face of new main piece machined in shop, afterwards fitted to vessel, tried under working conditions and found in order.

New main piece stamped L.R. 6974 H.B.C. 14.8.41

S.R.L. Indented shell plating etc and deck plate (E.W. 2.41) examined and found satisfactory.

The indented shell & adjacent strakes of shell plating and framing in way of aft pump room on port side have been dealt with at this time.

NOTE The name of the vessel given in Belfast report N-13016 as "TRAMORLAW" should be "TREWORLAS".

A.D. Morris

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