

Rpt. 8.

(Received at London Office)

WRECK SECTION.

No. 250.

H n/

3 MAY 1942

No. 21836.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th MAY 1942 When handed in at Local Office 8th MAY 1942 Port of Glasgow.No. in Survey held at General Dry Dock. Date, First Survey 24th April 42 Last Survey 6th May 1942.

Reg. Book. 36324 on the Wood, Iron or Steel. L.C. M.V. NORLAND ex Empire Diet

TONNAGE: 37826 Built at Glasgow By whom Rhythwood L.B. Co. Ltd

GROSS 8134 Owners Royal Norwegian Government

UNDER DK 7212 Managers The Norwegian Shipping Trade Mission

NET 4761 Port belonging to OSLO

Surveyed Afloat or in Dry Dock? Both Name of Dock Repairs from Dry Dock to 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. 65392. Port GLS.

(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. *Not required.*

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Repairs and Issue of Interim Certificate for damage stated to have been caused through ① collision with the M.V. Hamlet whilst in convoy on the 28th March 1942, voyage Baltimore to River Clyde and ② heavy weather from 2nd to 16th December 1941, whilst on voyage Clyde to USA (See also Glasgow Rpt. dated 13th April 1942.)

Now done. Vessel placed in dry dock. bottom and rudder cleaned, examined, made good as necessary and then recoated.

Decks, coamings, latches & coamings, vents & coamings, fore and aft spaces, No 9 main cargo tank, forward cofferdam, forward hold and deck tank, steering gear and head (plank) auxiliary steering gear and deck equipment generally examined and repairs effected as follows:

Damage ① Temporary repairs were carried out to starboard bow shell plating and cofferdam bulkheads in way repaired to conform to "set in" of shell plating. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...		2 cofferdam						2 cofferdam lhd. plates
Removed and Fair'd or Repaired		lhd frame						crushed & part renewed.
Fair'd or Repaired in place ...	1	ft renewed						Still remaining overhauled.

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks	good	good	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Coamings	"	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Beams & Fastenings	"	Rudder	Scuppers	Boats
Outside Plating	"	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	✓	Windlass	Hatches	Condition, how ascertained
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
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Floors	"	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length length mean diam.
Keelsons	"	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Rule length size
Stringers	"		" " at other places	Chain Locker
Inner Bottom Plating	✓		Stringers, Clamps & Shelves	Hawsers & Warps
Have the Tanks been examined Internally?	✓		Sitting	Standing and Running Rigging
Have the Tanks been tested?	✓		(State if examined.)	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."

The vessel is in a good and efficient condition and worthy in my opinion to remain as classed with fresh record of survey 5.42 subject to permanent repairs being effected to starboard bow plating etc at owners first convenient opportunity.

Survey Fee (per Section 29)	£	: 15	: 15	: 0	Fees applied for, 9 th MAY 1942
Special Damage & Repair Fee (if any)	£	: 15	: 15	: 0	Received by me, 19
Travelling Expenses (if chargeable)	£	: 15	: 15	: 0	
Second Surveyor's Fee (if any)	£	: 15	: 15	: 0	
Committee's Minute	GLASGOW	12 MAY 1942			
Character Assigned	100A1	5.42 Subject			

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

M.V. NORLAND

Starboard side shell - 7' x 11' skinstrake No 2 plate fracture, electric welded.

tofferdam forward and after bulkheads - wing plates and frame bars (badly buckled) cropped and part renewed. 1 beam knee renewed.

Roasting and caulking of stakwork in way of damage generally overhauled and made good as necessary for a temporary repair.

On completion of repairs the forward deep tank, afterdam and No 9 main
cayp tank were tested satisfactorily and the Interim Certificate was
accordingly issued (copy attached)

Damage ② Nos 2 and 3 (from aft) main cargo tank hatch coverings started side
found buckled in way of tank lid hinge.

No 2 hatch side coaming was joined in place and No 3 coaming cropped and part renewed and riveting and caulking in way overhauled. On completion of repair, same was hog tested

satisfactorily.

S.R.L. Given anchor to supply as in italics.

Supervision of DMSR License Report No 1699 - dated 9th April 1942.

Propeller, skin bark and fortencings examined and found satisfactory
Wear down of shaft $\frac{3}{32}$ "

external fortifications of sea connections examined and found efficient.

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.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]