

REPORT OF SURVEY FOR REPAIRS, &c.

(Received at London Office)

No. 947

Date of writing Report 24th Oct. 1953 When handed in at Local Office 24th Oct. 1953 Port of KIEL
 No. in Reg. Book 00460 Survey held at KIEL Date, First Survey 23rd July Last Survey 19th September 1953
 on the ~~XXXX~~ Iron or Steel S.S. "AINA MARIA NURMINEN" (No. of Visits) 14

TONNAGE: GROSS 4227 Built at Dumbarton By whom A. McMillan & Son, Ltd. When YEAR 1912 MONTH 5
 UNDER DECK - Owners John Nurminen O/Y Owners' Address _____
 NET 2391 Managers _____

Surveyed Afloat or in Dry Dock? both Name of Dock Kiel Bay and Howaldtswerke, Kiel afloat Port belonging to Helsingfors
 Cell/Dor/DBa _____ feet; uE&B _____ feet; MT _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet. tons.
 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).
<u>+ 100 A 1</u>	<u>+ LMC 4,53</u>
<u>Shelter deck</u>	<u>TS(CL) 4,53</u>
<u>with freeboard</u>	
<u>4,53</u>	
<u>ss Hfs. -4,53</u>	
<u>ss Hfs 12-48 Dr</u>	
<u>Cargo battens not fitted</u>	

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

Last Report, No. 3176 Port Hpx.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Survey 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 State also the dates and initials of any letters respecting this cases.

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 yes, not required
 Was a damage report made by anyone else? if so, by whom? U.W.'s Surveyors

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE
 At the request of Owners' Agents attended on board near Laboe whilst vessel was being towed into the Kiel Harbour on 23rd July, 1953 and subsequently at Howaldtswerke, Kiel, for examination of damage stated to have been caused by mine explosion on 18th July, 1953, between Fehmarn and Kiel Light Ship when on voyage from Finland to London in loaded condition and to make recommendations for repairs with the view to the vessel retaining its classification.

NOW DONE: Vessel placed in dry dock, bottom and rudder (lifted) cleaned and examined.
 The holds, tween decks, peaks, bunkers, engine and boiler spaces cleaned and ceiling removed, steelwork examined throughout. All double bottom tanks, fore and after peak tanks examined internally. Decks, masts and rigging, hatch coamings, ventilator coamings, steering gear, windlass examined.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Painting of Decks	Cement or Asphalt	Oil Bunkers	Boats
Coamings	Rudder	Scuppers	Masts, Yards, &c.
Stems & Fastenings	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Outside Plating	Windlass	Hatches <u>ABOVE</u>	Equipment letter
" " in way of sidelights	Have pumps been examined and found efficient?	Blanking	Anchors, No. of
Frames	Have Stille valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board.)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Decks	Donbling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Peelings		" " at other places	Standing and Running Rigging
Rings		Stringers, Clamps & Shelves	Sails
Inner Bottom Plating		Salting	
Have the Tanks been examined internally?		State, if examined	
Have the Tanks been tested?			

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."
 For the information of the Committee.

Survey Fee (per Section 23)	£	:	:	
examination				
Social Damage (per Sec. 23)	£	73	10	0
Travelling Expenses (if chargeable)	£	3	10	0
Second Surveyor's Fee (if any)	£	:	:	

Fees applied for 53
 A/c rendered from London
 Received by me 19

George ...
 Surveyor to Lloyd's Register of Shipping

TUESDAY 24 NOV 1953

Committee's Minute
 Character Assigned



Certificate required? If so, to be sent to
 W1642-0004 Z

Port of KIEL

Continuation of Report No. 947 dated 24th October, 1953 on the "AINA MARIA NURMINEN"

The following recommendations for repairs have been made:

Keel plate No. 8 to be removed, faired and refitted,
centre girder in way cropped and lower end to be renewed.

Bottom shell to be renewed Port C. 10
D. 7+8

<u>to be removed, faired and refitted Port A.10</u>	<u>Starbd. A.10</u>
B.6+10	B.10
C.9	C.7+9
D.6, 9 + 10	D.5 aft end D. 6 fore end cropped

<u>to be faired in place:</u>	<u>Port A.9</u>	<u>Starbd. A. 9+11</u>
C. 8 + 12		B. 11
D. 7		C. 8

<u>Side shell plating to be renewed:</u>	<u>Port E.8, 9 + 11</u>	<u>Starbd. G. 9+10</u>
F.7-11 incl.		L. 11
G.9 + 10		M. 10
L. 11		
M. 10		

<u>to be removed, faired and replaced:Port</u>	<u>E. 7,10 + 12</u>	<u>Starbd. F. 7+8</u>
F. 6,12 + 13		G. 8,11+13 aft end
G. 8+11		+14 fore end
H. 8-11 incl.		cropped
J. 8,9+10		H. 6, 9+12
K. 8,9+11		J. 6,7 + 13
L. 10		K. 13+14
		L. 8,10 + 14

<u>to be faired in place:</u>	<u>Port E. 13</u>	<u>Starbd. F. 6, 9 + 10</u>
F. 5		G. 12
G. 12		H. 11
K. 12		J. 14+15
		M. 9+11

Structure in way to be part renewed, removed, faired and refitted and faired in place.

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

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.		
	Length.	Diam.	Stagnatory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.							
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.			

Bilge keel port side to be cropped and removed, faired and refitted - approx. 40 metres -
starboard side to be cropped and removed, faired and refitted - appr. 5 metres -
Double bottom Set down tank top plating in No. 2 hold to be removed, faired and refitted
- appr. 150 m².

W.T. and intercostal side girders, floors and reverse frames in way to be part renewed, removed, faired and refitted and faired in place.
2 web frames (p+s) in way lower end released and faired in place.

W.T. bulkheads fore end boiler space lower end to be cropped and part renewed - appr.
1300 mm - remainder except collision bulkhead and aft peak bulkhead slightly
buckled, to be additionally strengthened by vertical stiffeners.

The following recommendations for repairs have been made: (contd.)

Centre line bulkheads in lower holds buckled and stiffeners partly bent to be released
and part removed, faired and refitted and faired in place.

Hatch end beams of Nos. 1, 2, 3 + 4 hatch on main deck and shelter deck set down, to be released, faired and refitted.

Hatch coamings of Nos. 1, 2, 3 + 4 hatch on main deck and shelter deck set down, to be released, faired and refitted.

Coal bunker hatches (p+s) on shelter deck, set down, to be released, boundary angle fractured, to be renewed, remainder faired and refitted.

Pillars Nos. 1 + 2 shelter tween deck space, bent, to be removed, faired and refitted.

Casings of boiler and engine room in way of shelter tweendeck space partly buckled to be released, removed, faired and refitted and part faired in place.

Shelter deck plating at aft end of No. 3 hatch buckled and fractured, aft end No. 3 hatch centre strake, A., B. + C. strake (p+s) and stringer plate (p+s), abreast No. 3 hatch stringer plate (ss) to be renewed and stringer plate (Ps) to be faired in place. Stringer angle p+s in way to be cropped and part renewed and part removed, faired and refitted.

Steering gear and its connection Longitudinal deck beams in way, bent and twisted, to be renewed.

Anchors and cables chain and rods to be overhauled.
one length of 15 fms. chain cables (ps) to be repaired and to be retested, cropped during the salvage.

Minor defects over the whole structure to be made good to Surveyor's satisfaction.

On completion of repair work, all double bottom tanks, fore and after peak tanks to be water tested, shell plating to be hose tested as necessary.

Permanent repairs have not been carried out at this time and the Owners propose to dispose of the vessel, as scrap.

For the buoyancy of the vessel the following temporary repairs have been effected:

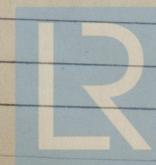
- 1) Sea valve openings (ps) in the shell plating closed by welded plates.
- 2) Defective rivets cap welded and made tight by caulking - appr. 330 -.
- 3) Defective riveted seams welded or made tight by caulking.
- 4) Cement boxes fitted in way of defective W.T. floors.
- 5) Double bottom tanks water tested (for bottom shell plating only) and proved satisfactory.

NOTE: It was stated in a letter from the Owners dated 16th October, 1953, that the vessel is to be disposed of as scrap in the near future.

Vessel undocked: 19th September, 1953.

George Bell

W1642 - 0084 2/2



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.