

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd Oct. 1940. When handed in at Local Office 22nd Oct. 1940. Port of Singapore.

No. in Reg. Book. Survey held at Singapore.

Date, First Survey 28th Sept. Last Survey 17th October, 1940.75863. on the ~~Wooden~~ Steel T.M.V. "HIDLEFJORD".

(No. of Vessels 7)

TONNAGE:-

Built at Copenhagen.

By whom ~~et al.~~ Burmeister & Wain.

When 1928 - 8.

GROSS 7639.

Owners ~~et al.~~ M/s "Hidelfjord" (K. Olsen).

Owners' Address ✓

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

UNDER DECK 7038.

Managers ✓

Port belonging to Stavanger.

NET 4489.

Surveyed Afloat & in Dry Dock? Yes.

Name of Dock Kippel Harbour.

Destined Voyage ✓

Cell/D B/D Ba

feet; E&B

feet; f

feet

total capacity

tons. F.P.T.

tons; A.P.T.

tons; M.T.

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. 7247 Port L.A.

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. ✓

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.
X for Special Survey.
Date of last Survey and of Periodical Surveys.Machinery and Boiler
Surveys
(Including date of N.B., if any).

*100 RI

*A.M.C.

3,408 BT.

C.S. 12,36.

S.S. 58A. N° 2-35.

7,38.

D.B.S. 7,39.

Carrying petroleum

C.L. 6,38.

in bulk.

C.L. 6,38.

Society's Freeboard (if assigned) as

painted on Ship and now verified

ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and general examination for postponement of special survey No. 3.

Vessel placed in dry dock.

Bottom and rudder cleaned, examined and recoated.

The forward and after peak spaces examined; the forward and after peak tanks and the transom space examined internally; the forward and after cofferdams examined internally; the forward cargo hold, pump rooms and machinery space examined; the chain cables changed; the chain locker examined; the windlass and steering gear examined; the decks, hatches, ventilators, houses and casings and the closing appliances examined; the general equipment examined; the main and summer cargo tanks examined. After repairs as follows, all of the above were found in efficient 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

Removed and Paired or Repaired

Paired or Repaired in place

PRESENT CONDITION OF THE

Condition of Decks

Condition of Bulkheads

Condition of Ceilings

Condition of Cement or Asphalt

Condition of Rudder

Condition of Steering gear and its connections

Condition of Windlass

Condition of Have pumps been examined and found efficient?

Condition of Have Sluice Valves been examined and found efficient?

Condition of Have Watertight Doors been examined and found efficient?

Condition of Have Ventilators and their Coamings been examined and found efficient?

Condition of Air and Sounding Pipes

Condition of Doubling Plates under Sounding Pipes

Condition of Engine Room Skylights

Condition of Openings, Covers, &c.

Condition of Oil Bunkers

Condition of Scuppers

Condition of Cargo Hatchways

Condition of Hatches

Condition of Planking

Condition of Caulking

Condition of Treennails

Condition of Breasthooks & Stemson

Condition of Transoms, Pointers & Crutches

Condition of Timbers of Frame at openings

Condition of " " at other places

Condition of Stringers, Clamps & Shelves

Condition of Salting

Condition of Copper, or Y.M.

Condition of When fitted, Month

Condition of Boats

Condition of Masts, Yards, &c.

Condition of Condition, how ascertained

Condition of Equipment letter

Condition of Anchors, No. of

Condition of Cables (State if now ranged)

Condition of " length

Condition of " Rule length

Condition of Chain Locker

Condition of Hawsers & Warps

Condition of Standing and Running Rigging

Condition of 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 is eligible, in my opinion, to remain as now classed in the Register Book without fresh record of survey subject to all outstanding repairs being dealt with as previously recommended.

(Entry in Special Reasons list re "grounding" may be deleted.)

Survey Fee (per Section 29) \$200/-

Fees applied for,

16/10/1940.

Special Damage or Repair Fee (if any) \$20/-

Received by me,

Travelling Expenses (if chargeable) \$20/-

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Attendance Fee (if any) \$20/-

Committee's Minute

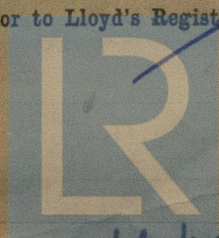
Character Assigned

Wreck

TUE. 4 MAR. 1941

Deferred (1000 RI or 10.40 Sing) JH

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W400-0042

condition; the proposal of the Owners' Representative to defer the carrying out of the Special Survey until some time within the year of Grace merits, in my opinion, the favourable consideration of the Committee.

Work done for wear and tear:— Rudder locking pin fitted and refastened. Deckhead gland for rudder stock re-fastened to deck (bolt holes rimmed and new fitted bolts fitted, two extra chocks used to deck at forward and after sides of gland.). Two brasses fitted to lower half bearing of steering gear crosshead. Crown and shackle pins of starboard lower anchor renewed. Slack studs in one length of chain cable re-secured. Hatch fastenings to cofferdams renewed. About twelve side-scuttle frames and about forty hinged overheads renewed. Sundry minor repairs.

Chain cables be re-ranged again and

renovated. Sundry minor repairs.

S.S. 103:- It is recommended that the chain cables be ranged again and that the chain locker be re-examined when the vessel is submitted for the Special Survey. It was recommended that all of cable shackles should be opened out for inspection and that repairs should be carried out to some pipe guards in the chain locker; the dry dock was urgently wanted and it was agreed that these recommendations could be carried out at a later date as the carrying out at the present time would have necessitated the vessel remaining in dry dock.

Special Reasons List No. 7:- The riveting and caulking of the indented plates was examined and found satisfactory. There was no apparent damage due to grounding. (See previous report)

When the vessel or Cables are supplied, the particulars are to be reported in the following form:-

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.																
	Steam																
	Kedge																

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

[illegible]

Emergency Fittings:- Additional stiffening has been fitted at the stern of this vessel - there was no interference with the steering gear or its connections.

J. W.