

NEWCASTLE-on-TYNE,

9th September, 1920.

A

J. HODGSON

the Ministry of Shipping survey the Steel Screw Steamer "ANGERMANALFVEN" 1000 tons gross register, No. 51016 in the Register Book, whilst in dry dock and afloat at Messrs. The Tyne Dock Engineering Co. on August 4th, 1920 and subsequent dates for the purpose of ascertaining the condition of the hull and equipment previous to the vessel being placed on service for the Ministry of Shipping.

The survey was held in conjunction with the Managing Owners representative and the Board of Trade Surveyors.

The vessel was placed in dry dock, the bottom and rudder cleaned, examined and recoated. All holds, cargo tween decks, peaks and peak tanks, machinery space, tank top under engines and boilers, and bunkers where clear of coal were "ANGERMANALFVEN" lower ceiling in holds being lifted before ADVISED TO all decks, casings, coamings, ventilators, DUBLIN gear, hatchways, hatches, air and sounding pipes, doors, deck pumps, anchors and general equipment examined. Mast and rigging examined from deck. It was not considered necessary at this time to open up the double bottom tanks for examination. The cables were



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"ANGERMANALFVEN"

ranged on the recommendation of the Board of Trade Surveyor and found to be 200 fathoms mean diameter 1.17/32". The anchors on board were - three bows, one stream, and one kedge.

The Germanischer Lloyd Classification Certificate found on board was noted as follows - Certificate No. 7000. Class @ 100 A (B) from March, 1915 dated Berlin 23rd February 1915. Record of Special Survey I from March, 1919 Hamburg 14th June, 1919.

DEFECTS FOUND

REPAIRS RECOMMENDED & NOW DONE

Freeing port doors on fore well deck defective.

To be made workable.

One wash deck pipe broken.

To be renewed.

Wood deck over midship accommodation leaking and caulking defective.

To be recaulked and payed and hose tested.

Cabin skylight leaking.

To be made tight.

Rudder head bearing blocks slack.

To be adjusted with new liners.

Steering engine required overhauling.

To be overhauled.

Steering gear, chains and guide blocks required overhauling.

Steering chains to be annealed, and guide blocks overhauled.

Hand steering gear stiff and pins rust bound.

To be overhauled.

Starboard after fairlead broken.

To be renewed

Hand pump to sanitary tank missing.

To be supplied and pipes put in order.

Deck pumps defective.

To be put in working order.

Four hatch cleats broken.

To be renewed.

Eight hatch webs slightly buckled and defective.

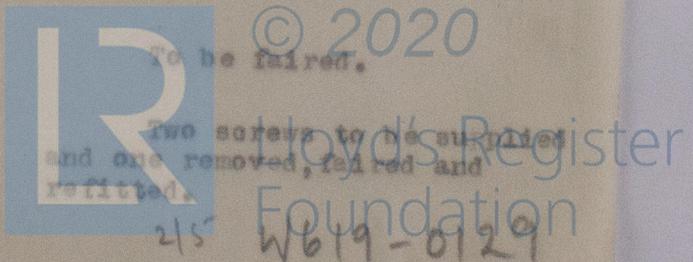
To be faired and refitted.

Nine hatch web shoes bent.

To be faired.

Two battening screws missing and one bent.

Two screws to be supplied and one removed, faired and refitted.



BERMANALFVEN*

DEFECTS FOUND

REPAIRS RECOMMENDED & NOW DONE

Windlass required overhauling.

To be opened out and overhauled.

Fresh water tank in a dirty condition.

To be cleaned out and cement washed and filled.

Wood rail and cladding on port side of bridge broken.

To be repaired.

Galley scuppers choked.

To be cleared and have gratings fitted.

Door on upper bridge broken.

To be repaired.

Derrick spans defective.

To be renewed with purchase blocks.

Main Hold -

No cement fillings in limbers and a number of wood frame checks missing and broken.

Cement fillings to be fitted throughout holds and defective wood checks renewed.

Limber ceiling part broken.

To be part renewed.

Bilges in a dirty condition.

To be cleaned out and all steam suction pipes to overhaul and put in working order.

Shell plating - one broken rivet on starboard bilge.

To be renewed.

The following was also done to comply with the regulations and recommendations of the Board of Trade.

Forecastle accommodation found verminous was gutted out mostly renewed.

Two extra bunks fitted in starboard forecastle.

Six port light glasses in forecastle and midship accommodation found broken were renewed, and eight new rubber joints fitted.

One extra 5" ventilator fitted to each berth, W.C. & passage.

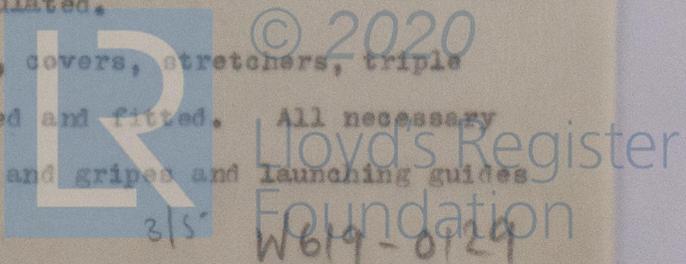
Engineers accommodation part insulated.

Two new liftboats with equipment, covers, stretchers, triple

lowering blocks and falls supplied and fitted.

All necessary alterations made to boats chocks and girdes and launching guides

fitted.



" ANGERMANALFVEN "

Lifesaving appliances fitted to Board of Trade requirements.

Ships lights altered and repaired, stern light cage renewed and sidelight screens fitted.

Galley stove renewed.

Freeboard assigned and provisional certificate issued. Draft marks verified.

The following defects were also noted but not dealt with at this time as the seaworthiness of the vessel was not thereby affected.

Shell plating - port side - A strake No.8 and C strake No.5 indented. Landing edge of B strake No.8 and C strake No.9 indented.

Starboard side - After length of bilge keel buckled.

Four counter plates set over at gunwale.

Forecastle Deck - Hawse pipe deck plates worn. Port whipping drum of windlass worn. Four handrail stanchions on bridge front bent. Two mainhold ventilators aft indented. Main Hold - cargo battens fitted but some missing and some broken and cleats for same part missing and broken. Shifting boards part missing.

Panting stringer angles buckled in places.

Tanktop ceiling in way of hatches in poor condition. Aftermost hold ladder bent. Shifting board angles at fore end of No.3 hatch bent.

Main tween decks- cargo battens fitted but a number of cleats for same damaged and missing.

Reserve bunker - ladder bent. Bunker hatch beam bent.

The above repairs recommended by me having been carried out to my satisfaction and judging from the examination

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BERMANALFVEN*

of the parts now made, this vessel in my opinion appears in a fit condition to run for a period of six months.

J. Hodgson

Surveyor to Lloyd's Register.



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