

4-JUL 1952

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th May 1952 When handed in at Local Office 27th May 1952 Port of KIEL

No. in Survey held at KIEL Date, First Survey 5th March Last Survey 16th May 1952 (No. of Visits 51)

Reg. Book. 40380 *Sub* on the ~~Wood, Iron or Steel~~ *M.V.* "JALNA" ex "PEIK"

TONNAGE: 6099 Built at Newcastle By whom Armstrong Whitworth & Co. (Shipbuilders) Ltd. When 1930

GROSS 6019.25 Owners Bulls Tankrederi A/S Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK 5888.96 5412 Managers Anders Jahre & Co. A/S Port belonging to Sandefjord

NET 3967.87 3592 Managers afloat Howaldtswerke Kiel

Surveyed Afloat or in Dry Dock? both Name of Dock Deutsche Werke Dry Dock Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet fee } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 537 Port Kiel

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Society's Freeboard (if assigned) as 1765 mm painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? U.W.'s Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, LENGTHENING, RE-ENGINEING AND DAMAGE

Damage stated to have been caused by: 1) Collision with M.V. "ELISABETH B" in the Kiel-Canal on 29th January, 1952, 2) unknown cause

NOW DONE: Vessel placed in dry dock, bottom and rudder (lifted), cleaned, examined and found or placed in good order.

REPAIRS: Plates numbered from forward.

Damage 1) Shell plating removed, faired and replaced: Port L. 14 + 16, (2) faired in place: Port K. 15 (1)

2 longitudinal frames cropped, removed, faired and refitted - approx. 10' - Main deck stringer, plate faired in place. 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	-	-	-	-	-	-	-
Removed and Faired or Repaired	2	2 pt.	-	-	-	-	-	-
Faired or Repaired in place	1	-	-	-	-	-	4	-

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good		good		good		(State if on East.)
Caulking of Decks	good	Ceiling	"	When fitted, Month	Year		
Coamings	"	Cement or caulk	"	Oil Bunkers	good		
Outside Plating	good	Rudder	"	Seuppers	"	Boats	good
" " In way of sidelights	good	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Frames	"	Windlass	"	Hatches	"	Condition, how ascertained by exam.	(State if wedges removed.) a +
Reverse Frames	"	Have pumps been examined and found efficient?	yes	Planking	"	Equipment letter	
Longitudinals	"	Have Sluice Valves been examined and found efficient?	yes	Caulking	"	Anchors, No. of	3 B 1 S
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Treenails	"	Cables (State if now ranged)	ranged
Floors	"	Air and Sounding Pipes	good	Breasthooks & Stemson	"	" length 285 f. mean diam.	2 1/32"
Stringers	good	Doubling Plates under Sounding Pipes	"	Transoms, Pointers & Crutches	"	" Rule length 285 f. size	2 4/16"
Inner Bottom Plating	"			Timbers of Frame at openings	"	Chain Locker	good
Have the Tanks been examined internally?	yes			" " at other places	"	Hawsers & Warps	sufficient
Have the Tanks been tested?	yes			Stringers, Clamps & Shelves	"	Standing and Running Rigging	efficient

General Observations, Opinion as to Class, Recommendation, &c. :-

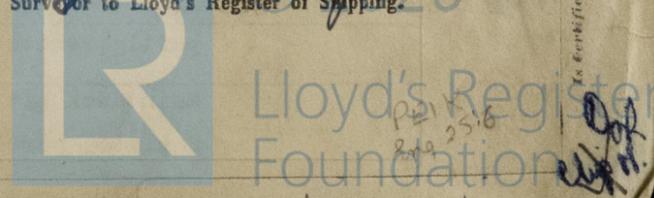
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 ship, in my opinion, is eligible to remain as classed with fresh record of dry docking 4,52 and to have the record ss Kel.-5,52 (Dr.) in the Register Book (Lengthened 52), subject to stern frame boss, welded 5,52, being specially examined next dry docking.

Survey Fee (per Section 29)	Special Survey	178	0	:	0	Fees applied for,
Wear & tear repairs		30	0	:	0	19
Special Damage or Repair Fee (if any)		21	0	:	0	Received by me
Structural Alterations (per Sec. 29)		1,530.00	DM			9/11/52
Travelling Expenses (if chargeable)		22	0	:	0	
Sunday Fees 6.4., 27.4., 11.5.		25	4	:	0	
Late Fees 21., 25., 26.4., 10.5.		21	0	:	0	
Second Surveyor's Fee (if any)						

George John J. Bowman
Surveyor to Lloyd's Register of Shipping

Committee's Minute
Character Assigned: See Kel. 714



NORWEGIAN

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Damage 1) (ctd.)

Stringer angle cropped, removed, faired and replaced - approx. 7' - (2)

Damage 2)

Shell plating renewed: stbd. F. 3; keel plate No. 7 renewed.
Upper stringer plate in chain locker s.s. renewed.
Defective rivets fore peak shell, deep tanks, forwd. p & s shell, several transverse and centre bulkheads in main cargo tanks renewed - approx. 3000 -.
After completion, fore peak and main cargo tanks water tested and proved satisfactory.

NOW DONE FOR SPECIAL SURVEY:

Vessel placed in dry dock, bottom and rudder (lifted), cleaned, examined and coated.
Anchors and cables ranged and examined.
The holds, 'tween decks, peaks, engine, boiler and pump room spaces cleared, ceiling removed as required. Steelwork examined throughout, scaled and coated as necessary.
Shell plating drilled and gauged as required by the Rules for Survey (D). Decks, bulkheads, inner bottom and peak tank top plating drilled as necessary. Plating in way of side lights examined. ~~(suction struts removed)~~
(suction struts removed)
All cargo tanks, summer tanks, cofferdams, deep tanks, side bunkers, double bottom tanks and fore and aft peak tanks examined internally and tested. Decks, chain locker, masts and rigging, hatch coamings, steel covers with closing appliances, ventilator coamings and covers, steering gear and auxiliary gear, windlass, hand pump, watertight doors, air and sounding pipes and striking plates examined.
Freeboard Assignment Survey carried out and freeboard marks cut in and verified.
New Freeboard Rpt. C 11 Comp. and C 11 completed.

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.	kg.	kg.	kg.				
-	1st Bower										
133	2nd -					52345		3400	Wrought iron	Samuel Tagler & Sons	Hamburg 22.10.51
	3rd -	3350							Dreadnought	Friedr. Ohlzen	
	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 CABLES.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stato-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
224	85.1	57	92090	128800	6390	4040	55	58.5	stud link	Hansa Kettenfabrik, Dortmund	Hamburg 10.11.51

REPAIRS: Shell plating defective rivets renewed - approx. 13000 -.

Inner bottom plating partly renewed in way of new main engine seatings.
Fore peak tank top plating partly renewed.
Aft peak tank top plating renewed.
Aft peak bulkhead renewed.
Aft peak wash plate fore end renewed.
Poop deck plating partly renewed - approx. 26 plates renewed and 14 plates partly renewed.
Main deck aft end in way of poop partly renewed, approx. 2 plates renewed and 2 plates partly renewed.

REPAIRS: (ctd.)

Deckhouse on poop deck partly renewed and altered.
Spurling pipes below f'cle deck p & s have been renewed.
Pump room midships casing partly renewed.
Poop bulkhead partly renewed. Original bulkhead openings closed by riveted plates and a new opening made, fitted with hinged steel door (s.s.).
F'cle bulkhead tonnage opening 1 angle bar renewed.
Ventilator to pumproom fwd. coaming renewed.
Hatchways: Steel covers repacked, toggles partly renewed.
Guard rails: Poop deck aft end, 3 sections rails and stanchions renewed.
Main deck (p & s) partly renewed and partly faired.
F'cle deck p.s., 2 sections rails and 1 stanchion renewed.
Sidelights: aft accommodation 16 completely renewed and 5 broken glasses renewed.
Skylights: Pump room room midships, 3 glasses renewed.
E.R., 3 hinged steel flaps partly renewed, 11 glasses renewed.
Rudder: 2 pintles renewed, 1 pintle machined, all bushes renewed.
Anchors and cables: All shackles opened, 46 studs renewed, 62 studs hardened up.
Bilge Keel: stbd. partly renewed - approx. 70'.
port partly renewed - approx. 30'.
Masts and rigging: Rigging wires, pins, shackles, rigging screws, etc. all overhauled as necessary - 3 shackle bolts and 2 rigging screws renewed.
Ventilators: 2 wood plugs and 5 canvas covers renewed.
Companionways: 3 wood doors renewed - lead to accommodation aft.
Air pipes: 2 renewed, wire gauzes and wood plugs renewed.

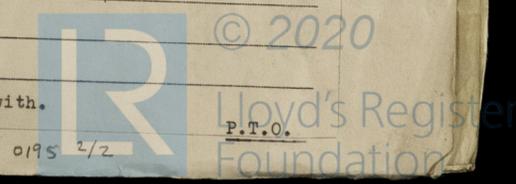
ALTERATIONS TO HULL:

- The vessel has been lengthened by 28 ft. 3 ins. by releasing shell and deck butts and internal structure in way of Nos. 6/7 tanks and building a new ship's section in accordance with approved plans: Nos. 300 002 + 300 003 (Length B.P. is now 423 ft. 3 ins.) The necessary tank hatchways, air and sounding pipes and cargo oil piping and heating coils have been fitted in accordance with Rule requirements. On completion of the modifications, the cargo tanks in way have been tested to Rule requirements, and shell and deck clear of tanks hose tested and proved satisfactory.
- In connection with the re-engining of the vessel, the engine room d.b. Tanks, ^{structure} have been modified, and new engine seatings constructed in accordance with approved plans Nos. 310 9002 and 310 9001 and tanks tested on completion and found satisfactory. A new forged steel boss has been welded into the existing stern frame in accordance with the approved plan No. 3103002 and, after completion, welding specially examined and found in good order. To facilitate periodical examination of the welding, 2 small sight holes have been provided in the boss plates.

EQUIPMENT: It was stated by the Owners' Representative that a stream anchor of 965 kg as required per approved plan could not be obtained. A stream anchor of 890 kgs has been placed on board, this being the nearest to the desired weight available at the time, and it is requested that the acceptance of this anchor be submitted for the favourable consideration of the Committee.

Additional equipment has been supplied and verified, as follows:

- 3 lengths each of 28.7 m of new chain cables
- 1 new bower anchor of 3350 kgs. weight
- 167 m of 5 inches steel wire hawser - certificate herewith.



S.R. List:

Repairs to aft peak tank top plating, poop deck plating, engine room double bottom tank top plating and c have now been carried out. F.W. double bottom tank below engine has been repaired and water tested and proved satisfactory. It is submitted that this item be deleted from the list.

NOTE:

It was required by the Owners' Representative that the drilling survey (due next s.s.) be carried out now, concurrently with the above major alterations.

The number of bulkheads entered in the Register Book should now be amended to 15 (10 to upper deck)
(5 to 2nd deck).

Ship undocked: 27th April, 1952.

George Nohr



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