

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17th May, 1951 When handed in at Local Office 17th May, 1951 Port of KIEL  
 No. in Survey held at KIEL Date, First Survey 5th April Last Survey 23rd April 1951  
 Reg. Book. 76928 on the Wood, Iron or Steel M.T. "SOMMEN" (No. of Visits 9)

TONNAGE: — Built at Richmond, Cal. By whom Kaiser Cargo Inc. When 1945 MONTH  
 GROSS 3927 Owners Rederi A/B Sigyn Owners' Address \_\_\_\_\_  
 UNDER DK 3303 Managers Hans Lundgren Port belonging to Helsingborg  
 NET 2608 (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? both Name of Dock Howaldtswerke afloat Deutsche Werke Dry Dock Destined Voyage \_\_\_\_\_  
 Cell DBorDBa feet; uE & B \_\_\_\_\_ feet; f \_\_\_\_\_ fee }  
 total capacity \_\_\_\_\_ tons. EPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet tons. }

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

Last Report, No. 2108 Port Hbg.

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 Damage Report herewith  
 Was a damage report made by anyone else? if so, by whom? U.W.'s Surveyor  
 Society's Freeboard (if assigned) as painted on Ship and now verified \_\_\_\_\_ ft. \_\_\_\_\_ ins. OIL ENGINES

REPAIRS, OR EXAMINATION AS PER RULE, FOR DRY DOCKING, DAMAGES, CONDITION AND ALTERATIONS

Ship in Drydock Bottom and rudder cleaned, examined, repaired as necessary and recoated.  
 Damage No. 1 stated to have been sustained by contact with the trawler KNEFJORD T 32 near Alesund on March 22nd, 1948.  
Poop deck sheerstrake abreast fore end of No. 3 hatch starboard side set in and three frames in way buckled.  
No repairs effected to the damage - to be dealt with at Owners' convenience.  
 Damage No. 2 stated to have been sustained by contact with Kruichans lock gate on voyage Antwerp to Narvik on 31st March, 1948.  
Starboard engine room bulkhead fore end part cropped and renewed. Shell plate in 3rd strake below sheerstrake in way, faired in place.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed or part renewed	<u>6</u>	<u>part 3</u>		<u>part 9</u>	<u>2 part</u>		<u>1 part</u>	
Removed and Faired or Repaired								<u>see report</u>
Faired or Repaired in place	<u>18</u>	<u>3</u>		<u>21</u>				

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>satisfactory</u>		<u>satisfactory</u>		<u>satisfactory</u>		<u>(State if on Felt.)</u>	<u>When fitted, Month Year</u>
Caulking of Decks <u>"</u>		<u>"</u>		<u>CEILING OPENINGS, COVERS, ETC.</u>			
Coamings <u>"</u>		<u>REMARKS: A/B SIGYNS</u>		<u>ON BULKHEAD</u>			
Beams & Fastenings <u>"</u>		<u>Rudder</u>	<u>satisfactory</u>	<u>STAYS</u>			<u>Boats</u> <u>satisfactory</u>
Outside Plating <u>"</u>		<u>Steering gear and its connections</u>	<u>"</u>	<u>Cargo Hatchways</u>	<u>satisfactory</u>		<u>Masts, YARCS, ETC.</u> <u>"</u>
" " in way of sidelights <u>"</u>		<u>Windlass</u>	<u>"</u>	<u>Hatches</u>	<u>steel</u>		<u>Condition, how ascertained</u> <u>from deck</u>
Frames <u>"</u>		<u>Have pumps been examined and found efficient?</u>	<u>no</u>	<u>Planking</u>			<u>(State if wedges removed.)</u> <u>V 1 13/16</u>
<u>REMARKS: A/B SIGYNS</u>		<u>Have Stance Valves been examined and found efficient?</u>	<u>no</u>	<u>Caulking</u>			<u>Equipment letter</u> <u>3 B 1 S</u>
<u>REMARKS: A/B SIGYNS</u>		<u>Have Ventilators and their Coamings been examined and found efficient?</u>	<u>yes</u>	<u>Treenails</u>			<u>Anchors, No. of</u> <u>3 B 1 S</u>
<u>REMARKS: A/B SIGYNS</u>		<u>Have the Tanks been examined internally?</u>	<u>part</u>	<u>Breasthooks &amp; Stems</u>			<u>Cables (State if now ranged)</u> <u>not ranged</u>
Floors <u>part examined, -satisfact.</u>		<u>Have the Tanks been tested?</u>	<u>part</u>	<u>Transoms, Pointers &amp; Crutches</u>			<u>stated complete</u>
Keelsons <u>"</u>				<u>Timbers of Frame at openings</u>			<u>length mean diam.</u>
Stringers <u>"</u>				<u>" " at other places</u>			<u>(on board.)</u>
Inner Bottom Plating <u>"</u>				<u>Stringers, Clamps &amp; Shelves</u>			<u>Rule length size</u>
Have the Tanks been examined internally? <u>part</u>				<u>Salting</u>			<u>Chain Locker</u> <u>-</u>
Have the Tanks been tested? <u>part</u>							<u>Hawsers &amp; Warps</u> <u>sufficient</u>
							<u>Standing and Running Rigging</u> <u>satisfact.</u>

### 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 4,51, subject to indented shell plating being specially examined and dealt with at the next special survey.  
The class is also subject to all other items attached thereto being dealt with as previously recommended.

Survey Fee (per Section 29) <u>Docking</u>	£	8	0	0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29) <u>Alterations</u>	£	33	12	0	<u>See Hbg 31/5</u>
Travelling Expenses (if chargeable)	£	2	10	0	Received by me,
Late Fee 7/4/51	£	5	5	0	
Second Surveyor's Fee (if any)	£				

TUES. 3 JUL 1951

Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
 Character Assigned White Own 4.4.51  
4.51 Kiel (with endorsement), subject to Hbg without spec. cond. (4)  
Delete DBL. fees.

Lloyd's Register Foundation

Damage No. 3 stated to have been sustained by grounding on the Anegoda de Adentro reef, Vera Cruz on the 25th to 27th August, 1949.

Shell Plating port side

- A. strake Nos. 2 & 3 faired in place.
- B. strake Nos. 1 & 2 part cropped and renewed. B. 3 faired in place.
- C. strake No. 1 faired in place.
- D. strake No. 1 faired in place.

Starboard Side

- A. strake No. 3 part cropped and renewed.
- B. strake No. 2 renewed and B. 3 faired in place.
- C. strake Nos. 1 & 2 part released and faired in place.

Keel plate No. 3 part cropped and renewed.

Floors in way damage 9 part cropped and renewed.  
21 faired in place.

On completion of repairs forward deep tank and No. 1 double bottom tank P&S tested and afterwards cement coated.

Damage No. 4

Stated to have been sustained by collision with a barge at New York on January 24th, 1950, PS.

Shell

Plates Nos. F. 1 and G. 1 faired in place.

Damage No. 5 stated to have been sustained by collision with a tug at Norfolk on the 22nd of February, 1950.

Shell Plates starboard side forward

Shell plates D. 1, D. 2, E. 1 and F. 1 & 2 faired in place.

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Maker.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	2nd												
	3rd												
	Collaring 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.	Maker of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Stain- test.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

Damage No. 6 stated to have been sustained during heavy weather on 21st February and subsequent dates to March 17th, 1951, on voyage to Casablanca and to Landskrona.

Bilge Keel starboard side aft part cropped and renewed.  
port side fractured welding cut away and renewed.

Steel plate 7 ZINC plates aft renewed.

Steel plate for tonnage openings in poop front removed, faired and refitted.  
Additional plate bar stiffener fitted.  
32 new bolts fitted.

Damage No. 7 cause not stated.

3 buckled pontoon type steel hatch covers removed ashore, cropped faired and rewelded.

Damage No. 8 stated to have been sustained by contact with the tanker "COXCOMB HILL" on the 12th December, 1949.

Forecastle deck port side

Stringer plate at aft end part cropped and renewed.

Fore'st Sheerstrake Plate N. 3 renewed and N. 2 faired in place.

Framing 3 frames part cropped and renewed, 3 faired in place.

Beams 2 part cropped and renewed and 2 beam knees removed, faired and refitted. 2 knees faired in place.

Forecastle Bulkhead part cropped at outboard side and renewed.

Bulwark Rising Plate to Forecastle Top rail part cropped and renewed.

Guard Rails 3 stanchions and guard rails in way part removed, faired and refitted, part faired in place.

Moulding on Sheerstrake

1/2 round moulding part renewed.

In Way Poop Front Bulkhead Port Side

Bulwark Rising Plate faired in place, and horizontal bracket removed, faired and refitted. 2 bulwark stays in way part cropped and renewed.

Sheerstrake Plate in way faired at top edge and stringer angle part cropped, faired and refitted.

Shell Plate aft in way engine room port side

Shell plate in 3rd strake bulwark poop sheerstrake slightly set in. To be dealt with at Owners' convenience.

NOW DONE FOR CONDITION

Holds, decks, tween decks, casings, bulwarks, rails, skylights, sidelights, windlass steering gear, ventilators, air pipes and general equipment examined and found in satisfactory condition.

The bottom of this ship, which is of all welded construction is showing signs of corrugations, and this opportunity was taken to have the extent of corrugation measured, and a copy of plan of bottom is enclosed for record purposes.

ALTERATIONS

No. 1 Hold The second deck has been cut away from frame 31 to 24 leaving adeep stringer which has been reinforced on the edge and supported underneath by brackets from the frames at sides.

A tubular pillar and cantilever bracket supports the deck at the aft end. See approved plan "Altered arrangement of Hold No. 1, Second deck", 12th April, 1951.

The extension to the girder 10'-0" off centre line P&S at the fore end of the hold has been carried further forward to the wash bulkhead on frame 12. (There is no bulkhead on frame 15 as shown on the amendment indicated on the approved plan).

No. 4 Hold lower deck cut away leaving stringer on the shipside with face of stringer reinforced.

Upper and second deck openings in deck extended and hatchway 5946 x 4270 mm trunked from upper to poop deck fitted. Hatch coaming 945 mm high, cleats spaced 610 mm.



See approved plan 12th April, 1951, "Altered arrangement of hatch No. 4".

New Steel Deck House fitted aft of the No. 4 hatch with companionway to accomodation. Hinged wood door 1450 x 650 mm.

Skylight to cook's mess at fore end of the old No. 4 hatch removed and deck plated over.

Trimming Hatches 2 P & S arranged forward and aft of No. 3 hatch on the main deck. Opening 1200x700 mm. Coamings 230 mm x 11 mm thick, wood cover, 1 tarpaulin and locking bar supplied.

S.R. List

It is submitted that the item relating to damage in way of forecastle head portside be now removed from the list of special reasons. Indented starboard side shell plates examined and continue efficient meantime. Category B.

The wavy bottom plating of this ship is recommended to be kept under observation and to be specially examined and dealt with as considered necessary at the next special survey.

Ship undocked: 13/4/51.

