

## LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port

K I E L

10th May, 1951

This is to Certify that

DAVID FERNIE

the undersigned Surveyor to this Society did at the request of

Messrs. The United Baltic Corporation, Ltd., Kiel-Holtenau, on behalf of Messrs. Cellatly, Hankey & Co. Ltd., Hamburg, and with the consent of the owner attend on board the M.V. "SOMMER", 3926 gross tons of Helsingborg, as she lay on the floating dock at Messrs. Howaldtswerke Kiel on the 5th April, 1951 and on subsequent dates, without prejudice nor admitting liability for damage stated to have been sustained on 12th December 1949 by contact with the tanker "COXCOMB HILL".

For further particulars see log book.

FOUND:RECOMMENDED:Forecastle Deck Port Side

3 guard rail stanchions buckled.

To be removed, faired and refitted.

3 tier rails buckled for 15'-0".

To be part removed, faired and refitted and part faired in place.

Deck Plating

Stringer plates at aft end of forecastle deck buckled.

To be part cropped and renewed.

4000x7000x12mm.

1 roller fairlead in way part released and afterwards rewelded.

Forecastle Sheerstrake

L. 3 plate set in and buckled.

To be renewed. 5000x1400x12 mm.

L. 2 plate set in.

To be faired in place.

Round Moulding on Sheerstrake

buckled.

To be part cropped and renewed.

2400mm @ 76 x 38 mm.

Bulwark Rising Plate Top Angle buckled.

To be part cropped and renewed.

2500 @ 120x90x10 mm.

Framing

6 frames in way buckled of plating slightly buckled.

3 to be faired in place and 3 to be part cropped and renewed 900 @ 130x90x12 mm

P.T.O.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that: While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



RECOMMENDED:

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No. 3 beam from forecastle bulkhead buckled.

1 To be part cropped for 400 mm and renewed.

No. 5 deep beam buckled at end.

To be cropped for 300 mm at top and bottom.

Room Knees - 4 buckled.

2 to be removed, faired and refit  
2 to be renewed.

Forecastle Bulkhead plating at  
outboard end buckled.

To be part cropped and renewed.  
600x600x8 mm.

In way of repairs 3 shelves in lamp room, 1 scupper pipe, elec wiring to be removed for access and afterwards refitted.

1st ~~Port~~ ~~Life~~ ~~in~~ ~~Way~~ ~~of~~ ~~Prop~~ ~~Front~~ Bulkhead

Upper deck sheerstrake and stringer  
angle set over at top.

Sheer strake plate to be faired in  
stringer area to be cropped, faired  
refitted.

Society did at the request of  
bulark plate in way set in with  
horizontal bracket and two stays  
buckled.

1800 mm @ 150x150x12 mm.

Bulwark plate to be raised in place  
horizontal bracket to be removed,  
and refitted. Stays to be part  
at bottom and renewed.

Port Side in way Engine Room

Shell plate in 3rd strake below  
poop sheerstrake set in slightly.

To be faired in place.

Insulation in engine to be part removed for access and discharge pipe in 10 temporarily blanked off.

The foregoing recommendations were made with a view to having ship placed in the same condition as prior to the casualty, and all the recommendations with the exception of the indented shell plate on the port side, aft, in the engine room, have now been carried out by Messrs. Howe & Kiehl.

The cost of the permanent repairs including painting, of 5,100,- Swedish Kr. is, in my opinion, fair and reasonable.

Fee	£	26. 5. 0
Expenses	£	1. 0. 0

A/o rendered from  
London, . . .

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