

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report... 14.6.50 When handed in at Local Office... 1950 Port of Hamburg

No. in Survey held at Hamburg Date, First Survey 14.4.50 Last Survey 12.5.1950

Reg. Book 02486 on the ~~Steel~~ S.S. "BALT" (No. of Visits 14)

Built at Newcastle By whom Swan, Hunter &amp; Wigham Richardson When 1928

TONNAGE: GROSS 1409 Owners A/S Ganger Rolf Owners' Address

UNDER DK 919 Managers Fred Olsen &amp; Co. Port belonging to Oslo

NET 5560

Surveyed Afloat or in Dry Dock? Both Name of Dock H.C. Stuplcken Sohn Destined Voyage

Cell D B or B B feet; u E &amp; B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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. 107129 Port Mwe

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.

27.4.50. "H", 11.4.50. "H".

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 yes, not required

Society's Freeboard (if assigned) as painted on Ship and now verified ft. 7 ins

Underwriters' Surveyor.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey, Damage Repairs and Alterations.

The vessel placed in dry-dock, the bottom cleaned and partly scaled, examined keel, stem stern post and outside plating, found all now repaired where necessary and the shell now recoated throughout in good condition.

The rudder lifted, examined, all pintles dressed up and all gudgeons rebushed, found now in good working order.

The holds throughout and peak spaces cleared, the permanent sand ballast in way of Nos. 2 &amp; 3 holds entirely removed ashore, all ceiling lifted from tank top and bilges, examined framing and plating, stringers, bulkheads, beams and their connections, found all iron work in here freed from rust and recoated throughout in good condition.

Cross bunker and tween deck bunkers examined, found all iron work in here in good order (see also alterations). It was in our opinion not necessary to drill the plating.

The double bottom tanks throughout except No. 3 tank in way of engine room and fore peak tank (on account of repairs) opened out and cleaned, examined inside floors, framing and plating and cement where fitted, found all iron work in

p.t.o.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. B Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed ... 2 partly 4 partly - 2 - - - About 1800 rivets,

Removed and Faird or Repaired 13 - - - - - See Rpt.

Faird or Repaired in place 40 59 24 - - - - -

PRESENT CONDITION OF THE

Decks good Bulkheads good Engine Room Skylights good Copper, or Y.M. -

Caulking of Decks good Ceiling good Coal Bunkers, Openings, Covers, &amp;c. good (State if on Felt.) -

Coamings good Cement or Asphalt good Oil Bunkers good When fitted, Month Year

Beams &amp; Fastenings good Rudder good Scuppers good Boats good

Outside Plating good Steering gear and its connections good Cargo Hatchways good Masts, Yards, &amp;c. good

" " In way of sidelights good Windlass good Hatches good Condition, how ascertained examined

Frames good Have pumps been examined and found efficient? yes Equipment letter q

Reverse Frames good Have Sluice Valves been examined and found efficient? - Anchors, No. of 3 B, 1 S.

Longitudinals good Have Watertight Doors been examined and found efficient? yes Cables (State if now ranged) yes

Transverses good Have Ventilators and their Coamings been examined and found efficient? yes " length 240 fms mean diamr. 1 10/16"

Floors good Keelsons good Transoms, Pointers &amp; Crutches good " Rule length 240 fms size 1 11/16"

Stringers good Have the Tanks been examined internally? yes Timbers of Frame at openings good Chain Locker good

Inner Bottom Plating good Have the Tanks been tested? yes Stringers, Clamps &amp; Shelves good Hawsters &amp; Warps complete good

Salting good Doubling Plates under Sounding Pipes good Standing and Running Rigging good

General Observations, Opinion as to Class, Recommendation, &amp;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 in a good and sound condition and is eligible in my opinion to remain as classed in the Register Book

with fresh record of dry-docking Hamburg 5,50 and to have the notation of S.S. Hamburg 5,50.

S.R.L. The item "repairs to indented bottom and side shell plating &amp;c. (p. &amp; s.) by next S.S." may now be deleted.

Survey Fee (per Section 29) S.S. £ 72 : 0 : 0 Fees applied for,

Renewal Freeboard 5 0 0

Special Damage or Repair Fee (if any) 35 0 0

Alterations 25 0 0

Travelling Expenses (if chargeable) 3 0 0

Sunday fee 8 8 0

Second Surveyor's Fee (if any) : : :

Committee's Minute

Character Assigned 5,50 Ham. without spl cond

1.4.50 fitted for Oil fuel 5,50 F.P. above 150°F.

CERTIFICATE WRITTEN.

003495-003502-0105 1/2



S. S. "BART".

Masts and rigging examined, shrouds and stays stripped bare at mips and preserved, now in good order.

4) Collision damages with quay wall etc. at several ports, time of damage could not be stated.

broken cement in way of repairs renewed and tank No.1 cement washed.

E strake Nos. 5, 6, 7, 8 & 9 removed, faired and replaced

## ANCHORS.

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

## CHAIN CABLES.

F stake No. 8 failed in place.

In way of these plates inside fore peak 2 frames cropped and partly renewed, 2 floors renewed and in way of holds 20 frames failed in place.

on the

S. S. "BART".

F strake Nos. 1 & 2 faired in place.

G strake Nos. 2 & 5 faired in place.

recoated now in good order.

Alterations now carried out.

The vessel has now been converted for burning oil fuel.

The bulkheads on frame 59 and 65 have been removed. The tank top plating from frame 59 to 65 entirely renewed, except the centre strake, butts and seams T.W., also welded on to the floors which have been increased in light by fitting riveted flat iron  $3\frac{1}{2}$ " x .40. Two separate deep tanks are now fitted from frame 59 to 65 and on top of these deep tanks two settling tanks are fitted. A new watertight bulkhead has now been built on frame 65 by closing the side and top parts below main deck and centre openings of the new deep tanks by steel plates. The work has been carried out in accordance with the approved and amended plan. All tanks have been fitted with air sounding and overflow pipes as required by the Rules. Gutterways have been fitted forward and aft and the floor and bilge bracket on frame 58 have been made oil tight by closing all holes with E.W. plates, and the hold bulkhead has been fitted with a solid sheathing of 2" Pine.

On completion of alterations the double bottom tank in way of oil fuel bunker, the fuel oil bunker and settling tanks tested as required by the Rules and found same tight and no signs of any deformations.

Alterations to Hatchways on upper deck.

All hatchway coamings on upper deck have now been increased in height to 800 mm. Stays and bulb angle stiffeners have been fitted to the end coamings in accordance with the approved and amended plan which is returned herewith.

The hatchway coamings hose tested on completion and found same tight and recoated in good order.

The renewal load line survey has now been held. Form C 11(d) and Report C 12(a) in duplicate attached.

The freeboard verified and found correctly marked and cut in on vessel's sides.

The approved plans of hatchway coamings and oil fuel bunker are returned herewith.