

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th Jan. 1951 When handed in at Local Office 25th Jan. 1951 Port of KIEL
No. in Reg. Book 32935 Survey held at KIEL Date, First Survey 27th Sept. Last Survey 30th December 1950
(No. of Visits 49)

on the Wood, Iron or Steel S.T. "BRIGIT MAERSK"
Built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1930 MONTH 12
Owners A/S D/S Svendborg & D/S af 1912 A/S Owners' Address
(If not already recorded in Appendix to Register Book)
Managers A.P. Müller Copenhagen Port belonging to Fredericia

Surveyed Afloat or in Dry Dock? both Name of Dock Dry Dock No. V Deutsche Werke
Cell DBor DBa feet; uE & B feet; f fee }
total capacity tons. FPT tons; APT tons, MT feet tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 32625 Port Rot

(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. Eng. of 26/10/50

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 painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND SPECIAL SURVEY

Damage stated to have been caused by:

- 1.) Contact with quay wall in Malmö on 17th August, 1947,
- 2.) Collision with S. S. "ORWELL" in Santa Cruz de Teneriffa on 29th January, 1948,
- 3.) Contact with quay wall in Ferryville on 23rd May, 1949,
- 4.) Contact with dolphins in Haysham on 16th September, 1950
- 5.) Unknown cause,
- 6.) Fire while under repair in dry dock at Kiel on 6th and 9th October, 1950.

NOW DONE FOR DAMAGE:

Vessel placed in dry dock, bottom and rudder cleaned, examined, and found or placed in good order and recoated.

Examined cargo oil tank No. V, port and starboard and summer tank No. III port and starboard, shell, bulkheads, 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 ...	4	part 10	part 8	-	-	-	2	2 summer tank trunk plates
Removed and Faird or Repaired	16	1	-	-	-	-	-	
Faird or Repaired in place	31	32	3	-	-	-	-	Port and Starbd. bilge keel

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	good	Cement	good	Cast Bunkers, Openings, Covers, &c.		(State if on Felt)	
Coamings	good	Rudder	good	Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	good	Steering gear and its connections	good	Scuppers	good	Boats	good
Outside Plating	good	Windlass	good	Cargo Hatchways	good	Masts, Yards, &c.	good
" " in way of sidelights	good	Have pumps been examined and found efficient?	yes	Hatches	good	Condition, how ascertained	by examin.
Frames	good	Have Sluice Valves been examined and found efficient?	yes	Planking		(State if wedges removed)	none
Reverse Frames	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Caulking		Equipment letter	e l
Longitudinals	good	Have the Tanks been examined internally?	yes	Treenails		Anchors, No. of	3 B 1 S
Transverses	good	Have the Tanks been tested?	yes	Breasthooks & Stemson		Cables (State if now ranged)	yes
Floors	good			Transoms, Pointers & Crutches		" length 300 fms mean diamr.	2 9/32"
Keelsons	good			Timbers of Frame at openings		" Rule length 300 fms size	2 9/16"
Stringers	good			" " at other places		Chain Locker	good
Inner Bottom Plating	good			Stringers, Clamps & Shelves		Hawsers & Warps	good
Have the Tanks been examined internally?	yes			Sarking		Standing Ropes	good
Have the Tanks been tested?	yes					Stays	

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 vessel, as now seen, is eligible, in my opinion, to remain as classed with fresh record of dry docking 12,50 and the notation SS Kel 12,50 when 135 fms. of cable (worn) have been renewed.

Survey Fee (per Section 29)	SS	222	0	0	Fees applied for,
Special Damage & Repairs Fee (if any)		47	5	0	
(per Sec. 29) Wear & Tear Rprs.		95	0	0	Received by me,
Travelling Expenses (if chargeable)		10	0	0	
Late Fee 9/12/50, Sunday Fees 10/12					
Second Surveyor's Fee (if any) and 17/12/50		22	1	0	

Committee's Minute

Character Assigned

FRI. 16 MAR 1951

Deferred for comp. S.S. (equip)
but assign 12,50 Kel.
S. 10,50 + LMC 12,50, without apl.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

NOW DONE FOR SPECIAL SURVEY:

Vessel placed in dry dock, bottom and rudder (lifted) cleaned, scaled, examined and recoated.
Anchors and chain cables ranged and examined. (135 fms. worn cast steel NACO chains still to be renewed.)
The dry cargo space, pump rooms, store spaces, peaks, cofferdams, engine and boiler spaces cleaned, ceiling or cleading removed as required. Steelwork examined throughout, scaled and coated as necessary. Shell plating, drilled where necessary and plating examined in way of side lights. All cargo oil main tanks and summer tanks, oil fuel bunkers, deep tanks, double bottom tanks, cofferdams, fore and after peak tanks examined internally and tested. Decks, longitudinal and transverse bulkhead plating and summer ^{tank} deck and trunk sides drilled as necessary. Chain locker, masts and standing rigging, hatch coamings, covers and closing arrangements, ventilator coamings and covers, steering gear (main and auxiliary), windlass, hand pumps, air and sounding pipes and striking plates examined and found or placed in order. Examined deck erections, gangway, casings and oil fuel tanks now installed on starboard tweendeck aft in accordance with the approved plan SKR 2, approved 26th October, 1950.

WEAR & TEAR REPAIRS NOW EFFECTED:Shell Plating (see shell expansion herewith)

Renewed: Keel Nos. 3,4,5,6,7,8,9,10,11,12 (10)
Keel 13 cropped and partly renewed. (1)

Port Side: A.1,7,8,9,10,11,12,13; B.1,2,5,6,7,8,9,10,11,12,13;
C.1,2,5,6,7,8,9,10,11,12; D.2,7,8,9,12;
F.5; G.1,4,5,7,8,10,14; H.5,6; J.5,6,17; (47)

Starbd. Side: A.1,5,6,7,8,9,10,11,12,13; B.1,2,5,6,7,8,9,10,11,12,13;
C.1,2,7,8,9,10,11,12; D.2,9,11; G.2,13; J.5,10,15,16,17; (39)

Cropped and part renewed, butts E. W.:

Port Side: A.14; C.13; F.7; (3)

Starbd. Side: A.14; C.13; E.12; F.7; J.14; K.14; (6)

Upper Deck (see upper deck plan herewith)Renewed Deck Plates:

Centre line strake A. 4,5,6 renewed (3)

A. 3 cropped and partly renewed, butt E.W. (1)

Port Side: B.4,5,6,8,9,10,11,12,13; C.3,4,5,8,10,11,12,13,14;
D.1 $\frac{1}{2}$,2,3,4,6,7,8,9,10; (27)

Cropped and part renewed, butts E.W.: B.3; C.2; (2)

Starboard Side: B.4,5,6,8,9,10,11,12,13; C.3,4,5,8,10,11,12,13,14;
D.1,2,3,4,6,7,8,9,10; (27)

Cropped and part renewed, butts E. W.: B.3; C.2; (2)

Tweendeck (see tweendeck plan herewith)Renewed Deck Plates:

Port Side: 25 summer tank deck plates

Starbd. Side: 24 summer tank deck plates.

Centre Line Bulkhead: (see centre line bulkhead plan herewith)

Renewed Plates: 39

Summer Tank Trunk Sides (see trunk side plan herewith)

Renewed Plates: 29

Transverse Bulkheads: Longitudinals and transverses see special sheet.

4 fore deck plates renewed.

6 poop deck plates renewed.

4 upper deck plates in poop space renewed.

10 tweendeck plates aft in way of E. & B. space and accommodation renewed.

WEAR & TEAR REPAIRS NOW EFFECTED: (ctd.)

6 after peak bulkhead plates and 6 stiffeners with brackets renewed.
 2 after peak deck plates renewed.
 8 inner bottom plates underneath boilers fitted with doubling plates.
 3 web frames and 4 longitudinals in E.R. renewed.
 1 sea connection box, PS, renewed (E.W. steel plates 14 mm instead of cast iron).
 Engine casing top plating and fiddle top plating renewed.
 Poop front bulkhead plating renewed in way of gangway and pipe lines.
 Fwd. gangway renewed, after gangway structural parts repaired.
 18 cargo oil hatch coamings and covers renewed.
 6 doubling plates fitted in chain locker.
 Both chain tubes partly renewed.
 Fore mast removed, shrouds with shackles and bolts renewed and mast refitted.
 4 shrouds and 2 stays of main mast renewed.
 All bottle screws overhauled and made workable.
 12 ventilator coamings renewed.
 4 air pipes renewed.
 Steam heating coils renewed and tested.
 Steering gear thoroughly overhauled and put in good working order.
 Fore peak tank deck plating partly renewed.
 2 anchor shackle bolts renewed. All connecting shackles disconnected and cleaned.
 Rudder lifted and refitted. Fractured weldings in stream line cleading veed out and reweld.
 2500 defective shell rivets renewed.
 1900 defective rivets in bulkheads, decks, webs, girders, brackets, longitudinals and transverse renewed.
 8 side lights repaired and brought in order.
 Hand pumps repaired, valves and hand gears overhauled.
 Stairs and ladders repaired and other minor deck repairs effected.

S.R. LIST:

The item "Pitted inner surface of bottom shell plating and wasted structure in upper part of main cargo tanks specially to examine next dry docking" may be deleted. (See Wear & Tear repairs above.)

Note:

Notation to be made in the Register Book of "RADAR" and "E.S.D." now fitted.

As stated by the Owners' Representative the worn 135 fms. of "Naco" chains will be replaced by already ordered special cast steel chain cables 2 9/16" diam. which could not be supplied before the ship sailed, but will be placed on board within 1 or 2 months.

A. H. Bree



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