

27 AUG 1929)

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24/8 19 29 When handed in at Local Office 24/8 19 29 Port of Oslo

No. in Survey held at Sæmestad & Oslo Date, First Survey 19/8 Last Survey 22/8 19 29
Reg. Book. on the Wood, Iron or Steel ^{TW} M/S "SVEADROTT" (No. of Visits 3)35400 TONNAGE:— Built at Malmö By whom Kockums mek. Verkstad A/B When 1929
GROSS 4750 Owners Stockholms Rederi A/B Svea Owners' Address Stockholm
UNDER DEK. Managers H Ericson Port belonging to Stockholm
NETSurveyed Afloat ~~at Dock~~ Yes. Name of Dock Destined Voyage West IndiesWB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons. } Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This vessel is alleged to have lost SB.bower anchor at Malmö.

According to information received from the Malmö Surveyors an anchor with Norske Veritas test has been accepted in this instance.

The anchor has been examined and marks compared with the test certificate as on other side.

See London Letter
20th Aug 1929. Ref. S.

SUMMARY OF DAMAGE REPAIRS:—

Renewed
Removed and Faired or Repaired
Faired or Repaired in place

Shell Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Beams & Fastenings	Ceiling	Scuppers	Boats
Outside Plating	Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	(State which.)	Hatches	Condition, how ascertained
Transoms	Rudder	Planking of Wood Vessels	(State if wedges removed)
Frames	Steering gear and its connections	Caulking ditto	Sails
Reverse Frames	Windlass	Treenails ditto	Equipment letter 2
Longitudinals	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of 2 1 5
Transverses	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Floors	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	„ length size
Keelsons	Have Ventilators and their Coamings been examined	Ditto ditto at other places ditto	„ Rule length size
Stringers	and found efficient?	Stringers, Clamps & Shelves ditto	Hawser & Warps
Inner Bottom Plating		Salting ditto	Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and pIND24, &c."

It is recommended that this vessel be maintained in her present class in the Society's Register Book.

Survey Fee (per Section 29)	£	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	Kr. 18,20	24/8 1929
Travelling Expenses (if chargeable)	4.-	Received by me,
Second Surveyor's Fee (if any)	£	19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 3 SEP 1929

Character Assigned

-1- 100ft
with freeboard
Lloyd's C.P.Time 8.29
C.L. Oil Engines 002385-002400-0237

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Lloyd's Register Foundation

This image shows a single sheet of off-white or cream-colored paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or printed text on the paper. The paper appears slightly aged or used, with some minor creases and discoloration visible.

ANCHORS.

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

[illegible]