

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8.7. 54 When handed in at Local Office 19 Port of - Helsingfors
 No. in Reg. Book 28659 Survey held at Åbo Date, First Survey 16.2. Last Survey 15.6. 54
 on the ~~Wooden~~ Steel s/s "SUSANNE"
 TONNAGE - Built at Sunderland By whom J.L. Thompson & Sons, Ltd. When YEAR 1924 - MONTH 12
 GROSS 5000 4012 Owners W. Rostedt Owners' Address Åbo
 UNDER DEK. - Managers - Port belonging to
 NET 5712 2293

Surveyed Afloat or in Dry Dock floating dock Name of Dock Crichton-Vulcan Destined Voyage
 Cell DBor DBa feet; uE&B feet; f feet
 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. 3468 Port HFS

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

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 survey of vessel afloat and in floating dock during conversion to oil burner.

NOW DONE: Ship placed in floating dock. Shellplating, sternframe and rudder cleaned, examined and coated. Ship undocked 12.6.54. - Regarding Special Reason List No. 133: The plates E-9-10-11-12 (and E-13) on ps found to have been recently renewed. According the Owner these plates had been renewed already before he bought the ship. E-8 on ps now test drilled and found 13 mm. The temporary repair to shellplate E-11 abreast No. 4 hatch was actually effected on ss. (I apologize for the clerical error in this respect in my Report No. 3101 of 15.10.52). This shellplate was now renewed. - Several corroded shell rivets dealt with. Steering gear opened for inspection and repair. Handsteering gear tried. Seaconnections opened, inspected and ground in. Conversion to oil burner: The double bottom tank between the frames 62-69 is not used for feed

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: contd./....
Renewed	1							
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks satisfactory	satisfactory	satisfactory	(State if on Felt.)
Caulking of Decks	ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers Now arranged	
Beams & Fastenings	Rudder	Scuppers good	Boats satisfactory
Outside Plating	Steering gear and its connections	Cargo Hatchways satisfactory	Masts, Yards, &c.
" " in way of sidelights	Windlass	Hatches	Condition, how ascertained From deck
Frames	Have pumps been examined and found efficient? yes	Planking	(State if wedges removed.) no wedges.
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter X
Longitudinals	Have Watertight Doors been examined and found efficient? yes	Treenails	Anchors, No. of 3 B + 1 S
Transverses	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	Cables (State if new ranged) no
Floors	Air and Sounding Pipes good	Transoms, Pointers & Crutches	" length mean diamr.
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	" Rule length size
Stringers		" " at other places	Chain Locker
Inner Bottom Plating		Stringers, Clamps & Shelves	Hawsers & Warps satisfactory
Have the Tanks been examined internally? only No. 2 db. tank		Saltine State, if examined	Standing and Running Rigging
Have the Tanks been tested? Only No. 2 db. tank and new fuel tanks in boiler room			Sails

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 is eligible in my opinion to remain as classed with fresh record of docking 6.54 subject to the pipe for the float indicator of No. 2 double bottom tank being lengthened and to to oil fuel deep tanks being brought to comply with the amended drawing soonest possible.

Survey Fee (per Section 23)	£mk. 100.000:-	Fees applied for, 8.7. 1954
Special Damage or Repair Fee (if any) (per Sec. 23)	£	Received by me, 19
Travelling Expenses (if chargeable)	£mk. 5.820:-	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

TUESDAY 10 AUG 1954

6.54 Åbo without spe emark

56.54 Noted for BS 6.54

Header

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

002743-002749-0120

Is Certificate required? If so, to be sent to

54. I have informed him that the amendments which found necessary by you, will have to be carried out soonest possible. - The Owner had arranged the sounding of the No.2 double bottom tank by floats. For this purpose he had arranged sounding pipes inside the boiler room, which pipes are extending 6' above the tank top and are these pipes equipped with covers through which the float wire is running through a 5 mm hole. These pipes must be properly extended or (as contemplated by the Owner) replaced by a pneumatic installation. In other respects the conversion to oil burner has been carried out to my satisfaction. - The ash shoot on SS was now removed and the opening in the shellplating blanked off.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

ANCHORS.

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

[illegible]