

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report16<sup>th</sup> Jan<sup>y</sup> 1931

When handed in at Local Office19<sup>th</sup> Jan<sup>y</sup> 1931

Port ofGöteborg

No. in Survey held atGöteborg

Date, First Survey12<sup>th</sup> Sept. 1930Last Survey10<sup>th</sup> Jan<sup>y</sup> 1931

(No. of Visits14)

Reg. Book SUPPLEMENT 91164

on the Wood, Iron or Steel Twin Screw Motor Ship KAIA KNUDSEN

YEAR. MONTH. 1931 1

TONNAGE:—

GROSS 9062.78

UNDER DE. 8402.88

NET 5533.30

Built atHamburg

By whomBlohm & Voß

When1931 1

OwnersKnut Knutsen O.A.S.

Owners' Address(if not already recorded in Appendix to Register Book).

Port belonging toHaugesund

Managers

on floating dock? Both

Name of DockGötaaväken

Destined Voyage

Surveyed Afloat or in Dry Dock?

WB=CellDBorDBa feet; uE&B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

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 seriatim 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Survey for First Entry in Register Book

How done:— Vessel placed on floating dock, bottom and rudder examined, bottom cleaned and painted. Casings etc removed, machinery installed and casings etc refitted. Steel wire ropes, hawser sways placed on board as per back of report. Wood decks on Poop, Bridge & Fore fitted. Ceiling and cargo battens fitted in forward dry cargo hold. Accommodation fitted, and outfit supplied. Masts & rigging fitted. Steering gear, anchors & windlass tested under working conditions and found satisfactory. The freeboard has been assigned and marked on the vessels sides by the Norske Veritas and is a green below.

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt (State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks & Stemson ditto

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shelves ditto

Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained (State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged) Size (on board) Rule length size

Hawser & Warps

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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible, in my opinion, to be classed +100A.1. 1.31. with the notation "Carrying Petroleum in Bulk". "Longitudinal framing"

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any) (per Sec. 20)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for, 19.1.31

Received by me, 3/2/31

Committee's Minute

Character Assigned

FRI. 30 JAN 1931

See Ham J.E 19522

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

003038-003045-0100



Wokedy  
M.R.  
78.1.31

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.

Registered dimensions:- 471.1 x 64.4 x 35.5  
Norske Veritas' draught:-

Summer (centre of disc) 8'-5½"  
Fresh water 6½" above  
Indian Summer 6½" ..  
Winter 6½" below  
British B.of.Y. 8'-5½"  
Extreme Summer draught = 27'-1"

} from statutory deck line  
at level of top of  
upper D. Stinger.

Signal letters:- L. J. Q. D.

Cement fitted in Fore Peak, Aft Peak and F.W. double bottom tank.  
Please see Secretary's letter of 16<sup>th</sup> Oct. 1930 and also  
First Entry report from the Hamburg Surveyors.  
The tonnages have been forwarded to the Hamburg Surveyors for  
the charging of the fees.

A Copy of the Interim Certificate is attached.

Note. The name is as stated of this Report and  
not "Kaja Knutsen" as given by the Hamburg Surveyors.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX-STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire....	120	5½"	65	/			120	5½"			
	130	6"	85	/			130	6"			
	2@40	4½"	43.3				4@100	2¾"			
	4@90	3½"	25.7	/							