

G-strake, plates Nos. 1, 5 and 10 removed, faired and replaced.

G- " " " 6 and 11 faired in place.

H- " " " 1, 11 and 13 removed, faired and replaced.

H- " " " 2,4,6,7 and 12 faired in place.

H- " " " 9 faired in place and re-riveted to frames.

I- " " " 1,2,4,7,12 and 13 removed, faired and replaced.

I- " " " 3,5,6,8,9,10,11,14,15 and 16 faired in place.

K- " " " 1 removed, faired and replaced.

K- " " " 3,5,8,12,13,14,15 and 16 faired in place.

L- " " " 1 removed, faired and replaced.

Bilge keel faired in place.

Shell plating, port side:

E-strake, plates Nos. 11 renewed.

F- " " " 1 and 9 removed, faired and replaced.

G- " " " 1,3,4,5,6,7 and 9 removed, faired and replaced.

G- " " " 8 and 12 faired in place.

H- " " " 1,2,4,5,6, and 7 removed, faired and replaced.

H- " " " 3,8,9,10,11,12 and 14 faired in place.

I- " " " 1,2,4,5,6,8,9,11,12 and 13 removed, faired and replaced.

I- " " " 3,7,10,14 faired in place.

K- " " " 1,12 and 13 removed, faired and replaced.

K- " " " 4,5,6,7,8,11,14 and 15 faired in place.

L- " " " 1 renewed.

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.			
	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.	Stain- less	Breaking lbs.	Supplied. lbs.	Per Rule. Cwts. qrs. lbs.	Length.	Diam.			
117	55.62	2.14	92583	129540	4385	2890	30 and 1/2	30 and 1/2	Shut link	Ramnäs Bruk	Makers' works 13.3.47 Stig Widén
	Iron Stream Chain or Steel Wire										

L-strake, plates Nos. 4,5 and 13 faired in place.

L- " " " 14 faired in place and seam re-riveted.

Bilge keel:

1 T-bar and 1 bulb plate removed, faired and replaced, and elsewhere faired in place.

Started rivets

in way of bilge renewed and elsewhere renewed or welded.

Stringer angle and D-bar

in way of L 5, port side, faired in place.

103 frames faired in place.

hull of the motorship "Axel Johnson", of Stockholm, No. 69110 in the Register Book.

Tank top in No. 5 hold:

1 tank top plate cropped, partly renewed and welded.

Floors in way of the renewed plates faired in place.

Fore Peak:

Stem bar cropped, partly removed, faired, replaced and welded.

Stringer plate in fore peak tank partly removed, faired, replaced and welded.

2 stringer angles removed, faired and replaced.

Tank top with angles faired in place.

After repairs fore peak tank was tested as per Rule, and also bottom shell in way of re-riveted rivets

(see Special Survey below).

The Special Survey has been held as follows:

Vessel placed on floating dock, bottom, sternframe and rudder cleaned, examined and coated. The holds, peaks, 'tween decks and machinery space cleared. Close ceiling removed from the tank top and vessel's sides completely in holds Nos. 2,4 and 5, and as per Rule in Nos. 1 and 3. Limber boards removed throughout. All casings of scupper, air- and sounding pipes removed, Steel work generally exposed including plating under sidelights. All oxidation removed from the surface of the inside of the shell plating, frames, stringers, beams, bulkheads etc. Steel work examined and with the exception of parts repaired as stated below found in good condition and coated. There being no indication of wasting it was not deemed necessary to drill the shell plating. All the double bottom-, peak- and wing tanks tested by water pressure and examined internally. Fore and After peak tanks cement washed. Tank top and limbers coated and ceiling re-laid or renewed where necessary. Decks examined. Chain cables ranged and examined. Chain locker examined and cables re-placed. Anchors, masts, rigging and general equipment examined. Hatch covers, tarpaulins, shifting beams, supports and fastenings examined in position at the hatchways and made good where necessary. Ventilator coamings and covers examined. The steering engines (main and auxiliary) and its connections, windlass, hand pumps, watertight doors, and air- and sounding pipes examined and found or put in good condition. Doubling plates found or fitted under all sounding pipes. Insulation in refrigerated hold No.3 examined (see below).

Freeboard verified.

Repairs effected due to wear and tear:

Deck plating in second deck (3rd class accommodation):

7 plates cropped, partly renewed and welded.

2 gutterway angles renewed.

Bulkhead against the refrigerated hold repaired.

Boundary angle and forward bulkhead renewed.

Cement renewed where necessary.

Deck plating in way of No. 5 hold repaired.

After peak tank top:

7 plates renewed.

16 frame bracket angles removed, faired and replaced.

4 stiffeners removed, faired and replaced.

hull of the motorship "Axel Johnson", of Stockholm, No. 69110 in the Register Book.

Deck plating in shelterdeck

repaired in way of pantry and at after end of midship house.

Deck plating, promenade deck,

repaired.

Wood sheathing

on all decks made good.

Double bottom tanks No. 3:

Bottom plating (pitted) made good by welding. Centre girder re-riveted through shell and aft bulkhead repaired by welding.

Double bottom tanks No. 5:

Forward and aft bulkheads repaired.

Margin plate, starboard side, partly renewed in one frame space in engine room (S.R.List).

Some rivets re-riveted in tank top between the tunnels.

Double bottom tanks No. 6:

Tunnel foot angle partly renewed.

Started rivets in tanktop renewed.

1 tank top plate cropped, partly renewed and welded.

Hawse pipes; etc:

Aft hawse pipe removed and forward hawse pipes repaired by welding.

Hawsers and warps, stream steel wire and towline renewed.

Davits and boats repaired.

Rigging repaired as necessary.

Hatches:

Hatch coamings, shifting beams bearing surfaces etc. repaired.

All wood covers on weather deck renewed, and as necessary in 'tween deck.

Insulation

in refrigerated hold and 'tween deck repaired or renewed as necessary.

Other repairs effected where necessary.

Chain cables:

240 fathoms of chain cable found on board with mean minimum diameter: Port - 2.3/32" and Starboard 2.5/32".

30 fathoms of new chain cable placed on board as per particulars above.

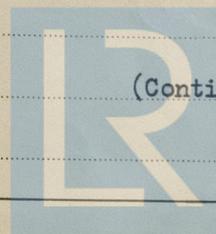
270 fathoms.

S.R. List:

All requirements mentioned in the S.R. List have been dealt with. It is therefore recommended that these items be removed from the List.

Alteration:

Forecastle increased in length as per sketch on the next page, and No. 1 hatch trunked through the forecastle.

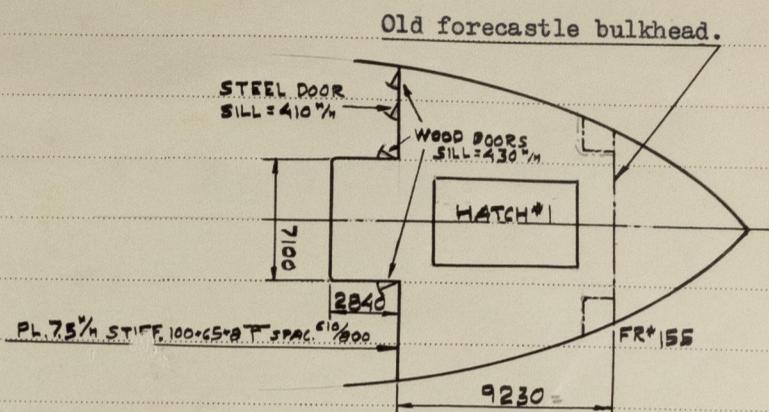


(Continued)

How to long.
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Lloyd's Register
Foundation

hull of the motorship "Axel Johnson", of Stockholm, No. 69110 in the Register Book.



Hatch No. 1, Main Deck:

Hatch No. 1, Forecastle Deck:

Dimension:	23'4" x 16' ^	23'4" x 16' ^
Height above deck:	9 1/2" ^	815 mm. ^
Thickness, sides:	40" ^	44" ^
Thickness, ends:	40" ^	44" ^
Stiffeners:	---	7" x 3" x .46 ^
Brackets:	---	2 ^
Hatch beams, number:	4 ^	4 ^
Hatch beams, spacing:	4'8" ^	4'8" ^
Angles:	4" x 3" x .44 ^	Angles: 3 1/2" x 3" x .42. ^
Web:	20" x .40" ^	Web: 14" x .34" ^
Bearing surface:	3 1/2" ^	3" ^
Covers:	Wood 73 mm. ^	Wood 60 mm. ^
How fitted:	F & A ^	F & A. ^
Bearing surface:	75 mm. ^	75 mm. ^
Spacing of cleats:	610 mm. ^	610 mm. ^
Number of tarpaulins:	1 ^	2 ^
Trunk thickness:	6 mm. ^	Stiff: 100 x 65 x 8 Spacing: 710 mm. ^

Scuppers:

All non-return valve scuppers led overboard from 2nd deck closed and also the freeing port in tonnage well closed. A new automatic screw down non-return valve operable from the shelter deck and with indicator showing whether opened or closed fitted in the tonnage well, each side.

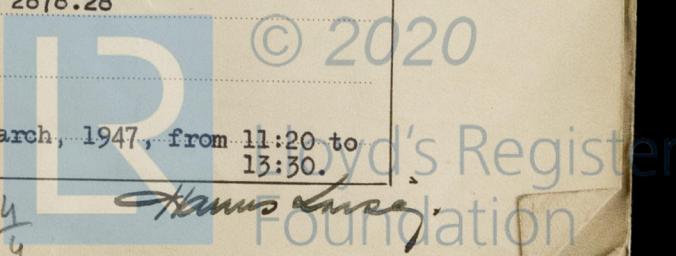
From the 2nd deck amidship, port and starboard, forward and aft of 3rd class accommodation, and in this accommodation scuppers are fitted leading to the Engine Room bilge and are fitted with water trap.

This alteration does not interfere with the equipment letter.

Old equipment number	=	35515	=	z
New forecastle increase	=	131		
New equipment number	=	35646	=	z

<u>New tonnages:</u>	Swedish Gross	5020.43	English Gross	5017.80
	" U.deck	3981.33	" U.Dk.	3981.33
	" Net	3741.74	" Net	2878.28

Note: At the Owners' request part of the survey was held on Sunday the 30th March, 1947, from 11:20 to 13:30.



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