

Rpt. 8.

(Received at London Office

2 MAR 1951

No. 18059.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th February 1951. When handed in at Local Office 27th February 1951. Port of Gothenburg.

No. in Survey held at Gothenburg Date, First Survey 30th Oct., 1950 Last Survey 3rd February 1951.
Reg. Book. 15754 on the ~~WOODY~~ ~~WOODY~~ Steel Steamer "KIRUNA" (No. of Visits 13)TONNAGE: Built at Gothenburg By whom AKT Götaverken When 1921 - 4
GROSS 5522 Owners Trafik A-B. Grängesberg-Oxelösund Owners' Address
UNDER DE 5120 Managers Erland Waldenström Port belonging to Stockholm
NET 2935

Surveyed Afloat or in Dry Dock? Both Name of Dock A-B. Götaverken Destined Voyage Narvik

Cell DBor DBa feet; uE & B. feet; f fee

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. 19129 ~~13559~~ Port ~~421~~ Indt.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

+100A- +LMC

Shelter deck MS 12.45

with freeboard BS 4.50

12.49

TS. OG 2.49

ssGot. 2nd No. 3-12.45

Cargo battens not fitted above lower str.

Society's Freeboard (if assigned) as } s 8 ft. 8 ins.

painted on Ship and now verified }

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 Offered to

Owners, but not required. Was a damage report made by anyone else? if so, by whom? Yes, Underwr. surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING and DAMAGES, the causes of which stated unknown, but probably due, in our opinion, to contacts with quay walls, tugs, etc., for PERIODICAL SPECIAL SURVEY "C" (Due 12.49. Ship 30 years old), and for ALTERATIONS (See also S.R.LIST).

Now done:

Ship placed on floating dock, shell plating, sternframe and rudder cleaned, examined and coated.

Ship undocked on the 12th January, 1951.

Damage repairs now effected (Plates numbered from forward):

On starboard side:

D-strake, plate No. 3 faired in place.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. 2 Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed ... 1 partly

Removed and Faired or Repaired 4

Faired or Repaired in place 27 8

PRESENT CONDITION OF THE

Decks Good Bulkheads Good Engine Room Skylights Good Copper, or Y.M. —

Caulking of Decks Good Ceiling Good Coal Bunkers, Openings, Covers, &c. — (State if on Felt.)

Coamings Good Cement or Asphalt Good Oil Bunkers Good When fitted, Month — Year —

Beams & Fastenings Good Rudder Good Scuppers Good Boats Good

Outside Plating Good Steering gear and its connections Good Cargo Hatchways Good Masts, Yards, &c. Good

" " in way of sidelights Good Windlass Good Hatches Good Condition, how ascertained Examined

Frames Good Have pumps been examined and found efficient? Yes Planking — (State if wedges removed.)

Reverse Frames Good Have Sluice Valves been examined and found efficient? None Caulking — Equipment letter y

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 now ranged) Yes

Floors Good Air and Sounding Pipes Good Stringers, Clamps & Shelves — " length 270 f. mean diam. 2.1/8" (on board.)

Keelsons Good Doubling Plates under Sounding Pipes Good Timbers of Frame at openings — " Rule length 270 f. size 2.3/16"

Stringers Good Have the Tanks been examined internally? Yes Salting — Chain Locker Good

Inner Bottom Plating Good Have the Tanks been tested? Yes Salls — Hawser & Warps Good

Standing Rigging Good

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 far as now seen is in good condition and eligible, in our opinion, to remain

as now classed with fresh docking date Got. 1.51 and notation of ssGot.-2.51, subject to sternframe solepiece (EW and reinforced 3.49 and previously) being specially examined at the next dry docking. The notation "Fitted for oil fuel

2.51. FP above 150° F." to be made in the Register Book.

Survey Fee (per Section 29) Kr. 1220:00 Fees applied for, 27/2 1951.

Special Damage or Repair Fee (if any) (per Sec. 29) Kr. 350:00 Received by me, — 19—

Travelling Expenses (if chargeable) £ — : — : —

Alteration and Repair Survey Kr. 750:00

Committee's Minute TUES. 3 APR 1951

Character Assigned 1.51 Indt. subject (H.M.)

s.s. Indt. - 2.51 +LMC 2.51

Fitted for oil fuel 2.51, 7. P. above 150° F.

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

Surveyor to Lloyd's Register of Shipping.

Is Certificate required? If so, to be sent to

Yes, Gothenburg Office.

10m. S.F.O. (The Surveyors are requested to write on or below the space for Committee's Minutes.)

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20m,9 49 T. (MADE AND PRINTED IN ENGLAND)

hull of the steamer "Kiruna", of Stockholm, No.65675 in the Register Book.

5 deck plates at forward end of No.3 hatchway partly renewed.

6 deck plates at after end of No.3 hatchway partly renewed.

6 deck plates at forward end of No.4 hatchway partly renewed.

Hatch side girder angles under shelter deck partly renewed to approved welded butts at the following positions:

No.1 hatchway, after end (p. & s.),

" 2 " " (p.s.),

" 3 " forward and after ends (p. & s.),

" 4 " " " " (p. & s.).

Chain pipes locally doubled on after sides.

Cargo hatchways:

18 hatch beams faired and/or repaired as necessary.

25 hatch beam sockets renewed and a number faired as necessary.

Hatch coaming rest angles overhauled and partly renewed.

Several hatch cleats and 15 hatch covers renewed.

2 new tarpaulins, and new canvas covers for all airpipes supplied.

Boat deck fitted with completely new steel deck and wood deck in way.

1 lifeboat (s.s.) renewed.

A number of other minor structural repairs effected.

Alterations:

No. 1: At this time the Owners have had the following structural alterations carried out.

The ship now having been converted from coal to oil burning the existing cross coal bunker space (Frs.Nos. 96-107) has been eliminated; new transverse and longitudinal bulkheads erected forming a deep oil fuel cross bunker tank (p. & s.) and embodying a settling tank (p. & s.) between frames Nos. 96 and 99.

In addition the Nos. 3, 3 A, and 4 double bottom tanks have been made suitable for the carriage of oil fuel (bottom cement removed).

(Note: The original No.3 double bottom tank has been subdivided transversely at frame No. 117, thus forming Nos. 3&3 A double bottom tanks.)

A cofferdam has been formed at frames Nos. 74 - 75 between the existing fresh water double bottom tank and the No.4 double bottom tank.

All structural arrangements were made in accordance with the approved plan attached hereto, and Section 20 of the 1950 Rules complied with as applicable.

On completion the deep oil fuel cross bunker tanks (p. & s.), settling tanks (p. & s.) and double bottom tanks Nos. 3, 3 A and 4, and double bottom cofferdam (Fr.74-75) and dry tank under boilers tested under pressure as per Rule requirements, and found in order.

No. 2:

Also an approved arrangement of widely spaced pillars and girders at centre line has been built in the hold spaces at the following positions, and all in accordance with the approved plan attached hereto.

At the after end of the No.1 hold Frames Nos. 141 - 147,

" " " " " " 2 " " 107 - 119,

" " forwd " " " 3 " " 60 - 66,

" " " " " " 4 " " 32 - 40.

(Continued)

Rpt. 9a.

Port of Gothenburg.

Continuation of Report No. 18059 dated the 27th February, 1951, on the

hull of the steamer "Kiruna", of Stockholm, No. 65675 in the Register Book.

No. 3:

A strong escape trunk generally as per the enclosed approved drawing has been arranged from the tunnel recess, but fitted inside the after peak tank on the after side of the after peak tank bulkhead, and giving egress into the accommodation spaces in after 'tween decks. On completion the after peak tank tested satisfactorily.

A As a result of these alterations the following modified particulars are given for Register Book purposes.

Revised tank capacities: Cell. D.B. 800 tons. ✓

A.P.T. 200 tons. ✓

Deep Cross Bunker tank (excl. settling tanks) 752 tons.

Revised Bulkheads: Coll. B.H. to Sh.Dk. ✓

6 B.H. to Up.Dk. ✓

S.R. List:

The sternframe solepiece (EW and reinforced 3,49 and previously) was specially examined and found to remain efficient.

Storvick