

18 SEP 1950

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 14th Septemb. 1950. When handed in at Local Office 15th Septemb. 1950. Port of Gothenburg.

No. in Survey held at Gothenburg Date, First Survey 30th August Last Survey 6th September 1950.

Reg. Book. on the ~~Wood, Iron or Steel~~ Twin Screw Motorship "LUOSSA"

67585

TONNAGE:— Built at Gothenburg By whom A-B. Götaverken When 1923 - 3

GROSS 5619 Owners Trafik A-B. Grängesberg-Oxelösund Owners' Address

UNDER DK 5223 Managers Martin Waldenström Port belonging to Stockholm

NET 2866

Surveyed Afloat or in Dry Dock? Both Name of Dock A-B. Götaverken 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. 32575 Port Rot

(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 Offered to

Owners, but not required.

Was a damage report made by anyone else? if so, by whom? None made.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION, DAMAGE, stated to have been caused by contact with quay wall at Antwerp on the 18th June, 1950, and ALTERATIONS. See also S.R. LIST.

Now done:

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

(Undocked 2/9 1950)

Damage repairs:

On port side, shell plate "E" 10, where locally indented, cropped, partly removed, faired and replaced, and on completion satisfactorily tested.

P.T.O.

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

PRESENT CONDITION OF THE

Decks Efficient	Bulkheads	Engine Room Skylights Efficient	Copper, or Y.M. (State if on Felt.)
Caulking of Decks Efficient	Celling	Coal Bunkers, Openings, Covers, &c. Efficient	When fitted, Month Year
Coamings Efficient	Cement or Asphalt	Oil Bunkers	Boats Efficient
Beams & Fastenings	Rudder Efficient	Scuppers Efficient	Masts, Yards &c. Efficient
Outside Plating Efficient	Steering gear and its connections Efficient	Cargo Hatchways Efficient	Condition, how ascertained From deck
" " in way of sidelights	Windlass Efficient	Hatches Efficient	Equipment letter y
Frames	Have pumps been examined and found efficient? No	Planking	Anchors, No. of 3 B., 1 S.
Reverse Frames	Have Sluice Valves been examined and found efficient? None	Caulking	Cables (State if now ranged) No
Longitudinals	Have Watertight Doors been examined and found efficient? No	Treenails	" length mean diam. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps Efficient
Stringers		" " at other places	Standing Rigging Efficient
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? No		Salting	
Have the Tanks been tested? No		State if examined.	

General Observations, Opinion as to Class, Recommendation, &amp;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 my opinion, to remain as now classed with fresh docking date Got. 9,50 without special conditions in the S.R. List.

Survey Fee (per Section 29) Kr. : 80:00 Fees applied for, 15/9 19 50

Special Damage or Repair Fee (If any) (per Sec. 29) Kr. : 100:00 Received by me, 19

Travelling Expenses (If chargeable) £ : : : : : 19

Second Surveyor's Fee (If any) £ : : : : :

Committee's Minute FRI. 20 OCT 1950

Character Assigned See Ant 26/12

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003307-003310-0158

25 SEP 1950

Yes. Sent now.

If so, is the Report sent now, or when will it be sent?

20m, 24h.—Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Not required. Is Certificate required? If so, to be sent to



An examination made of decks, casings, coamings, hatches, ventilators, etc., and found in order.

The annual freeboard survey was also carried out at this time.

Wear and tear repairs:

A number of defective bottom shell rivets in way of forward deep tank renewed (see also S.R.List).

Slack bilge keel rivets (p. & s.) renewed as necessary, and bilge keel ends efficiently sniped back at ends.

Shell plate locally in way of bilge keel end (s.s.s.) where shewing small fractures,  
efficiently veed out and electrically welded.

Several minor decks repairs effected.

Alteration:

At this time the Owners had constructed and fitted twin auxiliary rudders, all in accordance with plan approved in London on the 6th June, 1950, and copy of which was returned to this office with the Secretary's covering letter of the 7th June, 1950.

S.R. List:

The defective bottom shell riveting of forward deep tank has been dealt with as per the body of this report, and may now be deleted.

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 .....															

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

## CHAIN CABLES.

[illegible]

33.—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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.