

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st July 1943 Port of Malmö
 No. in Reg. Book 28591 Survey held at Malmö Date, First Survey 15th May 1943 Last Survey 20th July 1943
 on the Wood, Iron or Steel m/s Luassa No. of Tails 35

TONNAGE - 5578 Built at Gothenburg By whom F/B Götaverken When 1923-3
 GROSS 5578 Owners Trafik F/B Grängesberg-Oxelösund Owners' Address
 UNDER DECK 5223 Manager M. Walderström Port belonging to Stockholm
 NET 2824

Surveyed Afloat or in Dry Dock? Both Name of Dock Malmö Stads Destined Voyage
 Cell/D/Bor/D/Ba feet; u/E&B feet, f feet
 total capacity tons. PPT tons; APT tons; MT feet tons.

N.B. - All alterations in the existing records should be underlined.

Last Report, No. 13616 Port Got.

Periodical Surveys when held must be reported in detail and verification in the terms of the Rules and items remaining to be examined the Surveyor 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 repairs being detected 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 date 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 CHARACTER: 100 A1 - Shell LMC CS 1239
 with freeboard - 3.43 DBS 5.42
 CARGO BATTENS NOT FITTED.
 ss Mmo. 176.3-6.35 TS (OG) 3.43
 ss Got. 176.1-39
 Society's Freeboard (if assigned) is 8 ft. 1 in.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by a mine on a voyage
Marberg-Oxelösund on the 12th May, 1943.
Also for Special Survey No. 2.

Vessel placed in dry dock, bottom, stern frame and rudder cleared, examined and coated after repairs effected

Repairs effected due to damage - Shell plating:- All plates coated from aft.
No. 1 is keel strake renewed.
" 2 " " removed faired and replaced.
" 3 " " faired in place. P.T.O.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Seams	Inner Bottom Plates	Pl. Plates	Other Items
Renewed	5							
Removed and Faired or Replaced	32	26		9				
Faired or Replaced in place	4	25			4			

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of Decks	"	"	"	"	"	"	"	"
Coatings	"	"	"	"	"	"	"	"
Beams & Fastenings	"	"	"	"	"	"	"	"
Outlets, Fluting	"	"	"	"	"	"	"	"
in way of skylights	"	"	"	"	"	"	"	"
Stems	Good	Good	Good	Good	Good	Good	Good	Good
Revolving Frames	"	"	"	"	"	"	"	"
Longitudinals	"	"	"	"	"	"	"	"
Transverses	Good	Good	Good	Good	Good	Good	Good	Good
Floors	"	"	"	"	"	"	"	"
Keelsons	"	"	"	"	"	"	"	"
Stringers	"	"	"	"	"	"	"	"
Inner Bottom Plating	Good	Good	Good	Good	Good	Good	Good	Good
Plating has been examined internally	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Plating has been examined externally	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have pumps been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have Sluice Valves been examined and found efficient?	None	None	None	None	None	None	None	None
Have Watertight Doors been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have Ventilators and their Coatings been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Air and Sounding Pipes	Good	Good	Good	Good	Good	Good	Good	Good
Caulking Plates under Sounding Pipes	Good	Good	Good	Good	Good	Good	Good	Good
Engine Room Skylights	Good	Good	Good	Good	Good	Good	Good	Good
Coal Bunkers, Openings, Covers, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Oil Bunkers	Good	Good	Good	Good	Good	Good	Good	Good
Scuppers	"	"	"	"	"	"	"	"
Cargo Hatchways	"	"	"	"	"	"	"	"
Hatches	"	"	"	"	"	"	"	"
Planking	"	"	"	"	"	"	"	"
Caulking	"	"	"	"	"	"	"	"
Trunnels	"	"	"	"	"	"	"	"
Breasthooks & Stemson	"	"	"	"	"	"	"	"
Transoms, Posters & Crutches	"	"	"	"	"	"	"	"
Timber of frame at openings	"	"	"	"	"	"	"	"
" at other places	"	"	"	"	"	"	"	"
Stringers, Clamps & Shelves	"	"	"	"	"	"	"	"
Salting	"	"	"	"	"	"	"	"
Copper, or Y.M. (State if on Felt.)	"	"	"	"	"	"	"	"
When fitted, Month	"	"	"	"	"	"	"	"
Year	"	"	"	"	"	"	"	"
Boats	Good	Good	Good	Good	Good	Good	Good	Good
Masts, Yards, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Condition, how ascertained	Examined	Examined	Examined	Examined	Examined	Examined	Examined	Examined
Equipment letter	"	"	"	"	"	"	"	"
Anchors, No. of	3-1	3-1	3-1	3-1	3-1	3-1	3-1	3-1
Cables (State if new ranges)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
length	270 fms	270 fms	270 fms	270 fms	270 fms	270 fms	270 fms	270 fms
on board	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wale length	270 fms	270 fms	270 fms	270 fms	270 fms	270 fms	270 fms	270 fms
Chain Locker	Good	Good	Good	Good	Good	Good	Good	Good
Hawse & Wreps	"	"	"	"	"	"	"	"
Standing and Running Rigging	Good	Good	Good	Good	Good	Good	Good	Good
Bails	"	"	"	"	"	"	"	"

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," "to remain as classed and to have record of survey, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 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Port side:-

Nos 1 & 2 in A-strake renewed.

- 3 A- removed, faired and replaced.
- 1 B- " " " " " "
- 12 & 3 C- " " " " " "
- 12, 3 & 4 E- " " " " " "
- 1, 2, 3 & 5 F- " " " " " "

Starboard side:-

Nos 1 & 2 in A-strake renewed

- 3 A- removed, faired and replaced
- 1 B- " " " " " "
- 2 B- faired in place.
- 1, 2, 3 & 5 C- removed, faired and replaced
- 2 D- " " " " " "
- 1 D- faired in place
- 1, 2, 3 & 4 E- removed, faired and replaced
- 6 E- faired in place
- 1, 2, 3 & 5 F- removed, faired and replaced

Side frames - Port side:-

11 side frames removed, faired and replaced and 13 ditto faired in place, 2 web frames removed, faired and replaced

Starboard side:-

11 side frames removed, faired and replaced and 12 ditto faired in place. 2 web frames removed, faired and replaced

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

ANCHORS.

No. of Anchor	Anchor	Weight in lbs.	Weight in tons	Weight in cwt.	Weight in kgs.	Manufacturer	Material	Remarks
18	1st Anchor	3060 lbs	✓	✓	49300 kgs	3050 kgs	Shackleton's Patent	✓
	2nd Anchor						✓	
	3rd Anchor						✓	
	4th Anchor						✓	
	5th Anchor						✓	

CHAIN CABLES.

No. of Cable	Cable	Length in fms.	Weight in lbs.	Weight in tons	Weight in cwt.	Weight in kgs.	Manufacturer	Material

Floors and intercostals:-

- 9 floors removed, faired and replaced.
- 3 intercostal plates removed, faired and replaced.

Bulkheads:-

- 1 plate in after peak tank bulkhead renewed and 2 ditto renewed, faired and replaced
- 1 bulkhead stiffener for ditto removed, faired and replaced and 7 ditto faired in place.

Shaft brackets:-

Port and starboard shaft bracket removed and refitted.

(To be continued)

Malmö

Hull

2168

21st July, 1943

m/s "LUOSSA", No. 78607 in the Register Book.

13 AUG 1943

Stern frame:-

The stern frame, which was found cracked on several places, has been removed. A new stern frame, made of steel plates of welded has been fitted as per approved plan enclosed herewith. The material fulfill the Rule requirements.

The fore and after peak tanks and all bottom tanks tested by water pressure as per Rule after repairs effected.

Shell plating clear of tanks tested by water from a hose. The fore and after peak tanks and all bottom tanks cleaned. Peak and ballast tanks cement-washed and bottom cement made good where necessary. Cement chocks and cement in bilges renewed where necessary.

All ceiling in holds removed, tank top and sides cleaned, oiled and cement sprinkled and ceiling relaid and refitted partly new.

Rudder:-

The rudder removed, examined and replaced. The rudder head taken ashore, examined in lathe and replaced. 1 rudder pinion renewed and 1 ditto skimmed in lathe.

Steering gear:-

The plungers with crosshead for hydraulic steering gear renewed

Main deck - Port side:-

1 deck plate removed, faired and replaced, 4 half deck beams faired in place.

Boat deck:-

The planking on boat deck caulked and payed.

Hatchways:-

The hatch beams for No. 5 hatchway faired and repaired in main and shelter deck. 10 hatch covers renewed.

The Special Survey 2nd No. 2 has been held as follows:-

- The holds, peaks, chain locker and machinery space cleared.
- All ceiling removed from top of bottom and semi deep tanks, from bilges etc. throughout, also wood casings removed.
- The steel structure generally exposed and the whole of the frames, stringers, hooks, floors, keelsons, engine and donkey boiler bearers, beams, tank tops, rivets and both surfaces of the outside plating examined where not closed in by hard and undisturbed cement.
- The steel structure cleaned and coated where necessary.
- Shell plating in way of side lights examined.
- The peak tanks, semi deep tanks, bottom and lubricating oil tanks and afterdams examined internally and all tanks tested by water pressure as per Rule.
- Doubling plates under sounding pipes fixed or placed in order.
- Tank top and bilges cleaned, oiled and cement sprinkled and ceiling wood casings etc. relaid and refitted partly new.

(To be continued)



1848

"Ms. LUSSA" No. 78607 in the Register Book.

The decks, ventilators and their coverings examined.

Hatchway coamings, webs, carriers, covers, tarpaulins and means for securing same examined.

Masts, spars, rigging, boats, hand pump, watertight door, air and sounding pipes and general equipment examined. Anchors examined. Chain cable ranged, examined and replaced. The windlass, steering and telemotor gear and tiller examined.

Freeboard verified as per verification form C12(a) forwarded to the
Gothenburg office on the 18th June, 1943.

Repairs effected due to wear and tear: -

Shelter deck: -

Starboard side coaming of No. 2 hatchway faired in place.

The hatch rest bar on fore end of 176.4 hatchway coaming removed, faired and replaced.

main deck: -

Starboard side coaming of No. 1 hatchway faired in place.

The hatch rest bar ~~at~~ ^{on} at after end of No. 2 hatchway coaming removed, failed.
 " " bars on fire and " " " " 3 " " " " " 4 "

Port and starboard side coamings of No. 4 hatchway faired in place.

The hatch rest bar on fore end of "5" casing removed, faired and repaired.

Windlass:-

The windlass lifted, wood sheathing underside renewed and windlass refitted.

Air- and sounding pipes:-

Air and sounding pipes placed in order.

S.R. list: -

A new bower anchor as per particulars on page 2 placed on board.