

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 13/3 1948 When handed in at Local Office 13/3 1948 Port of HELSINGBORG
 in Survey held at Helsingborg Date, First Survey 6/11 1947 Last Survey 11/3 1948
 Book. (No. of Visits 36)
 314 on the ~~WOOD, TRONX~~ Steel M/S "SOMMEN".

TONNAGE: — Built at Richmond, Cal. By whom Kaiser Cargo Inc. When 1945 MONTH 4mo
 GROSS 3927 Owners Rederi A/B Sigyn Owners' Address —
 DER DK. 3303 Managers Hans Lundgren Port belonging to Helsingborg
 T 2608

veyed Afloat or in Dry Dock? Both Name of Dock Helsingborg Destined Voyage —
 DBorDBa feet; uE & B feet; f feet
 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.

st Report, No. Port

Medical 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 placement 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.

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 —
 Society's Freeboard (if assigned) as painted on Ship and now verified } 4 ft. 7 ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Classification with this Society.

e Special Survey has been held as follows:—

The vessel placed in dry dock; the bottom, stern frame, keel and rudder cleaned, examined and coated.

The holds, peaks, 'tween decks and machinery space cleared.

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 shell plating, frames, stringers, floorplates, keelsons, beams, bulkheads, etc. steel work examined and found in good condition and coated.

All the double bottom, deep and peak tanks tested by water pressure and examined internally, floors scaled and coated where necessary.

Tank top coated.

Decks examined.

Chain cables ranged and examined.

Chain lockers examined and cables replaced.

(P.T.O.)

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

SENT CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.
Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt.)
Good	Cement or Asphalt	—	Oil Bunkers	Good	When fitted, Month Year
Good	Rudder	Good	Scuppers	Good	Boats Good
Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c. Good
Good	Windlass	Good	Hatches	Good	Condition, how ascertained By exam.
Good	Have pumps been examined and found efficient? Yes		Planking		(State if wedges removed.) None
Good	Have Sluice Valves been examined and found efficient? None fitted		Caulking		Equipment letter "Y"
Good	Have Watertight Doors been examined and found efficient? —		Treenails		Anchors, No. of 3 B - 1 S
Good	Have Ventilators and their Coamings been examined and found efficient? Yes		Breasthooks & Stemson		Cables (State if now ranged) Yes
Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		length 240 mean diamr. 1 1/16
Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Rule length 270 size 1 1/2 1/16
Good			" " at other places		Chain Locker Good
Good			Stringers, Clamps & Shelves		Hawsers & Warps Good
Good			Salting		Standing and Running Rigging Good
Good			(State if examined.)		Sails —

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 is eligible in my opinion to be classed 100 A 1 with notation of ssHbg.-3,48 and locking date Hbg. 3.48, subject to 30 fms. of chain cable being placed on board.

Survey Fee (per Section 29)	See rpt. 1:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£ : :	19.
Surveying Expenses (if chargeable)	£ : :	Received by me,
Surveyor's Fee (if any)	£ : :	19.

Committee's Minute

Character Assigned

FRI, 16 JUL 1948

Assign class of 100A1 Camp? oil 2P above 100' f
 3.48 Hbg ss. Hbg 3.48 subject

Surveyor to Lloyd's Register of Shipping.

Freeboard verified.

There are only 240 fms. of chain cable on board and it has been arranged that 30 fms cable be supplied and the class be made subject to this.

Please also see the First Entry reports forwarded herewith.

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

[illegible]

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

[illegible]

Iron Stream Chain
or Steel Wire