

COPY.

# Lloyd's Register of Shipping.



Port Galveston, Texas

March 14, 1946

**This is to Certify** that

JAMES FINDLAY

the undersigned Surveyor to this Society did at the request of the owners representative survey the steel screw vessel

M/V "SVEABORG" 8597 tons gross of Stockholm

to ascertain the nature and extent of damage alleged to have been sustained through collision with the S/S Cottonwood Creek on the 3rd March, 1946.

For further particulars please see vessel's log book.

The undersigned visited this vessel on the 9th and 11th March, 1946 at Todd Galveston Dry Docks, Inc. plant, Galveston, Texas.

FOUND

RECOMMENDED

No. 5 Starboard Wing Tank  
(forward)

Shell plate G17, 1st below sheerstrake indented approximately 3'-6" x 2'-6" x 1<sup>3</sup>/<sub>4</sub>" deep.

To be removed, faired and re-welded in position, and tank tested.

No. 8 Centre Tank (2nd from Forward) adjoining No. 5 starboard wing tank, approximately 900 tons diesel fuel to be removed, tank cleaned and gas free, to permit hot work on the above damaged shell plate.

Starboard Side

Upper edge of sheer plate H16 indented approximately 6'-0" in length.

To be faired in place.

Bulwark plate adjoining above sheer plate, indented approximately 6'-0" in length.

To be partly released, faired and re-welded to sheer plate H16.

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This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

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FOUND

RECOMMENDED

lwork stanchion bent.

To be removed, faired and re-welded.

ard Side at After end of  
stle

rail stanchions badly

To be removed, faired and re-fitted.

tube handrail approximately  
in length badly bent.

To be renewed, and adjoining  
handrailing faired to suit.

stle sheer plate d12 upper  
et over 3/4", for approxi-  
4'-0" in length.

To be heated and faired in place.

ard Side

p House

deck tee iron stanchions  
bent.

To be renewed.

deck tee iron stanchions  
ly bent.

To be heated and faired in place.

per pipes slightly bent.

To be faired in place.

ard Side

scupper pipe aft of Mid-  
house bent and fractured.

To be renewed.

All new and disturbed work to be  
coated as original, & diesel fuel  
replaced in No. 8 centre tank.

The foregoing recommendations were made in order that this vessel  
be restored to the same good and efficient condition as prior to  
ed damage sustained.

*James Finlay*  
Surveyor to Lloyd's Register of Shipping



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Foundation

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