

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27/7 1933 When handed in at Local Office 27/7 1933 Port of Osl

No. in Survey held at Osl

Date, First Survey 9/6 Last Survey 22/7 1933

Reg. Book.

(No. of Visits 14.)

30829 on the Wood, Iron or Steel &c. "MAUDIE"

TONNAGE: Built at Port Glasgow.

By whom Littlejohn & Co.

When 1920

MONTH 9

GROSS 4818

Owners A. S. Hetta

Owners' Address Tainberg

(if not already recorded in Appendix Register Book).

UNDER DEK 4274

Managers N. Buzge

Port belonging to Tainberg

NET 2875

Surveyed Afloat or in Dry Dock? fl. Dock Name of Dock Nylands Værket Destined Voyage

WB=CellDBorDBa feet; uEsB feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3953 Port Osl

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.* 100 A1.
S.S. Osl No. 2-28* L.M.C. 8.28
B.S. 8.20

8.30

Fitted for carrying
Whale Oil & other
Oils in Bulk
having a 150°FNDB (2) made
04 x 12repaired
28

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

Was a damage report made by anyone else? If so, by whom? Per Goin Røer.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 3 and Damage.

This vessel placed in floating dock and the bottom and rudder, stem and stern frame examined. Shell plating examined in way of sidelights. It was not found necessary to drill the shell plating.

All docks examined. All hatch coamings and hatches and means of securing same examined.

All double bottom tanks, deep tanks and after peak tank opened up, cleaned and examined internally and tested as per Rule.

The cargo hold, coal bunker and engine & boiler space & forepeak cleaned and examined.

The masts and rigging examined. The windlass and steering gear

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	27	1	1	2	1	1	1	see report
Removed and Faird or Repaired	20	1	1	2	1	1	1	see report
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	yes	Dblg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	—
Caulking of Decks	good	State if Tanks now tested	yes	Engine Room Skylights	good	(State if on Vell)	—
Coamings	good	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	good	When put on, Month	Year
Beams & Fastenings	good	Ceiling	good	Scuppers	good	Boats	good
Outside Plating	good	Cement or Asphalt	good	Cargo Hatchways	good	Masts, Yards, &c.	good
Breasthooks	good	(State which.)	good	Hatches	good	Condition, how ascertained	by exam.
Transoms	good	Rudder	good	Planking of Wood Vessels	good	(State if wedges removed)	✓
Frames	good	Steering gear and its connections	good	Caulking	ditto	Sails	✓
Reverse Frames	good	Have Pumps now been examined and found efficient?	✓	Treenails	ditto	Equipment letter	Y
Longitudinals	good	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Anchors, No. of	—
Transverses	good	Have Watertight Doors now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	—
Floors	good	Have Ventilators and their Coamings been examined and found efficient?	✓	Timbers of Frame at openings	ditto	„ length (on board)	270 ft. size 2 3/16
Keelsons	good			Ditto Ditto at other places	ditto	„ Rule length	270 ft. size 2 3/16
Stringers	good			Stringers, Clamps & Shelves	ditto	Hawser & Warps	good
Inner Bottom Plating	good			Salting (State if examined.)	ditto	Standing and Running 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is in good condition in our opinion eligible to remain a new classed in the Register Book with fresh record of survey 7.33 and notation of S.S. Osl. No. 3-7.33 and to have its name removed from the list of vessel.

Survey Fee (per Section 29) K. 550.-

Special Damage or Repair Fee (if any) 325.

Travelling Expenses (if chargeable) 15

Second Surveyor's Fee (if any) 15

Committee's Minute

FRI. 22 SEP 1933

Character Assigned

S.S. No. 3-7.33

S.S. No. 3-7.33

Fees applied for,

27/7 1933

Received by me.

15-9-33

J. Bide pp. P.B.R.

Per Goin Røer.

Surveyor to Lloyd's Register of Shipping.

2020

Lloyd's Register Foundation

003474-003478-017212

logarithm with steering connections opened & examined. The chain cable removed and the chain cable and locker anchors, W.T. doors, ventilators and general equipment examined. The freeboard verified.

The bottom & ship's sides painted

Repairs effected: D stroke no 16 stb. oil removed. A few screws ventilators on deck overhauled and repaired. Ventilator coils repaired. A number of sidelight glasses renewed. Sounding pipes to no 1 tank repaired and other minor repairs effected.

It is stated that this vessel has sustained damage by:

1. Heavy weather on the 16th Septbr. 1930
2. Touching the whaler "Ross" on the 20th Septbr. 1930.
3. Heavy weather on the 30th Septbr. 1930
4. Going in ice 2, 5 and 31 October and 6, 7 & 11 Novbr. 1930
5. Ice in propeller 21 October 1930
6. Heavy weather on the 14 January 1931.
7. Touching the whaler "Ross" on the 26 March 1932.
8. Piece of whale damaging the port window on the left fleecing plan.
9. Heavy weather 7 April 1931.
10. Grounding 17th January and 14 February 1933 at Harburg.

Damage as per attached copy of damage report.

Repairs now done due to damage.

1. The rivetation of 2 pressboards ps. and 1 stb. side renewed.
2. On the stb. side: L stroke no 2 removed, faint & replaced.

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

ANCHORS.

Number of Certificate.	Anchor.*	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.	lbs.		
1st Bower																
2nd "																
3rd "																
Collective Weight.																
Stream																
Kedge																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Steam Chain or Steel Wire...											

K. stroke no 3 faint in place and 1 frame faint.

The temporary fitted cement removed.

3. A number of leaky rivets in brackets, no 3 tank renewed. No 3 tank cleaned for access and tested.

4. On the stb. side:

F stroke no 2 removed, faint & replaced.

F " " 5, 6 & 7 faint in place.

G " " 1 & 2 removed, faint & replaced

3/5. "MAUDIE".

G stroke no 4 faint in place.

H " " 2, 3, 4, 5 & 9 removed faint & replaced.

H " " 6 & 7 faint in place

J " " 3, 5, 6 & 9 removed faint & replaced

D " " 1 faint in place.

H " " 5 from aft removed, faint & replaced.

J " " 5 & 6 " " faint in place.

On the ps.

F stroke no 1, 3 & 4 removed faint & replaced.

G " " 1 renewed

G " " 3 removed faint & replaced.

H " " 1, 3, 4 & 5 removed faint & replaced.

H " " 9 faint in place.

J " " 3 & 8 " " "

J " " 4 & 5 removed faint & replaced.

H " " 2 from aft faint in place.

H " " 6 removed faint & replaced.

J " " 2 & 5 from aft faint in place.

J " " 6 " " removed faint & replaced.

A number of frames each side faint in place, partly renewed faint and replaced. The temporary fitted cement in forepeak removed. Necessary accommodation removed for access replaced and painted and libels partly renewed. Necessary piping removed for access and replaced. The bottom scraped for examination.

12 oil tanks cleaned for access and tested.

5. The middle light and middle and pinholes examined.

6. One ballast stb. side on main deck aft forepeak renewed.

2 bulwark stranchions renewed, faint & replaced.

7. On the stb. side in way of fleecing plan.

One sheerstrake plate faint in place and the main deck ships angle in way of same removed faint & replaced.

One bulwark stranchion removed faint & replaced and 2 stb. faint in place.

Topbulwark removed faint & replaced. 1 frame renewed. The wood side planking renewed abt 200 sq. ft.

One bracket plate renewed faint & replaced. Mountings for rigging renewed for access and replaced.

8. The port window on the left fleecing plan renewed.

9. A few rivets in forepeak bulkhead and no 5 tanktop renewed.

No 5 double bottom tank and forepeak cleaned for access and tested.

A few rivets in stringer in way of no 8 deep tank renewed and no 8 tank cleaned for access and tested.

10. On the stb. side: B stroke no 4 and D no 3 faint in place and C no 4 removed, faint & replaced.

2 floors and 1 side girder faint.

On the ps: B no 4, D no 4 and C no 5 faint in place and C no 3 removed faint & replaced.

1 floor faint. The bilge keel stb. partly removed, faint & replaced. No 1 & 2 double

bottom tanks cleaned for access and tested.