

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3/8 1954. When handed in at Local Office 3/2 1954. Port of MALMÖ.

No. in Reg. Book 29253 Survey held at MALMÖ. Date, First Survey 22/1 Last Survey 30/1 1954. (No. of Visits 1)

on the Wood Iron or Steel M/T "SVITHIOD" Built at Malmö. By whom Kockums M.V.A.-B. When 1951 6mo. Owners Stockholms Rederi A.-B. Svea Owners' Address --- Managers Eman. Höberg. Port belonging to Stockholm.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Kockums. Destined Voyage ---

Cell DBor DBa --- feet; uE & B --- 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)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1 5.53	+LMC 6.51
	TS(CL) ---

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

Last Report, No. 12006 Port Fed

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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

Carrying Petroleum in Bulk. Oil Engine. ELEC. WELDED Society's Freeboard (if assigned) as painted on Ship and now verified --- ft --- ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING, DAMAGE AND S.R. LIST:-- OIL ENGINES CONTINUOUS SURVEY.

- Damage stated to have been caused by:
 - I - Heavy weather on voyage Umm Said - Gothenburg in October - November, 1952.
 - II - Collision with M/T "Svea Reuter" at Gothenburg on the 24th July, 1953.
 - III - " " dock quay at Malmö on the 21st January, 1954.
 - IV - Cause not stated.

NOW DONE:--

Ship placed in dry dock, shell plating, stern frame and rudder cleaned, examined found or placed in order and recoated.

An examination made of decks, superstructure bulkheads with their closing appliances, casings, coamings, hatchways with their closing and securing appliances, ventilators and other deck openings,

SUMMARY 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	1							See Report.
Faird or Repaired in place	15							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good.	Good where examined		Good.		(State if on Felt.)	When fitted, Month Year
Caulking of Decks	"	Ceiling	---	Coal Bunkers, Openings, Covers, &c.	---		
Coamings	"	Cement or Asphalt	---	Oil Bunkers	---		
Beams & Fastenings	"	Rudder	Good.	Seuppers	Good.		Boats Good.
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"		Masts, Yards, &c. "
" " In way of sidelights	---	Windlass	"	Hatches	"		Condition, how ascertained From deck.
Frames	---	Have pumps been examined and found efficient?	---	Planking	---		(State if wedges removed.) None.
Reverse Frames	---	Have Stalce Valves been examined and found efficient?	---	Caulking	---		Equipment letter F + 2.1/4
Longitudinals	Good in sp. exd.	Have Watertight Doors been examined and found efficient?	---	Treenails	---		Anchors, No. of 3 - 1
Transverses	" " "	Have Ventilators and their Coamings been examined and found efficient? Yes.		Breasthooks & Stemson	---		Cables (State if now ranged) ---
Floors	" " "	Air and Sounding Pipes	---	Transoms, Pointers & Crutches	---		" length --- mean diam. ---
Keelsons	" " "	Doubling Plates under Sounding Pipes	---	Timbers of Frame at openings	---		" Rule length --- size ---
Stringers	" " "			" " at other places	---		Chain Locker ---
Inner Bottom Plating	---			Stringers, Clamps & Shelves	---		Hawsers & Warps Good.
Have the Tanks been examined internally?	See rpt.			Salting	---		Standing and Running Rigging "
Have the Tanks been tested?	See rpt.				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."

It is submitted this ship is eligible to remain as classed with fresh Docking Date Mmo. 1.54, without special conditions. (The ship undocked on the 30th January, 1954)

Survey Fee (per Section 29)	£	Fees applied for,	3/2 19 54.
Special Damage or Repair Fee (if any)	Kr. 600:--	Received by me,	
Special Attend. Fee (per Sec. 29)	Kr. 70:--		
Travelling Expenses (if chargeable) (Survey held 30.1.54. 1530 - 1600.)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute TUESDAY 23 FEB 1954 Character Assigned 1.54 Mmo. without spe. con (a) Note Write Mmo write down (SN) 1.54 CL subject (m)



9 FEB 1954

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

is Certificate required? If so, to be sent to

N.B.—If this Report is copied by Copying Press, special 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.

windlass, main- and auxiliary steering gear and equipment so far as practicable and found or placed in order.

The opportunity was taken this time to examine the following:—

Fore peak tank.

Nos. 1 & 5 port and No. 1 starboard side tanks.

After peak tank.

DAMAGE REPAIRS NOW EFFECTED:—

Damage I:

The bow raising plate starboard side removed, faired and replaced.

4 stanchions removed, faired and replaced.

1 flat bar removed, faired and replaced.

1 top angle removed, faired and replaced.

Fore-castle deck in way of stanchions faired in place.

4 vertical brackets under deck in way of stanchions renewed.

Damage II; Shell plating, stbd.

No. 18 in k-strake faired in place.

Damage III; Stem plate and shell plating.

No. 2 stem plate partly renewed.

Port side:

No. 1 in E-strake faired in place.

Starboard side:

No. 5 in E-strake faired in place.

" 5 " F- " " " " "

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	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.	Where and when tested and Superintendent.	
	Length.	Diam.	Statio- nary.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
												Fathoms.

Damage IV; Shell plating.

Port side:—

No. 4 in F-strake faired in place.

" 5 " F- " " " " " (No. 1 side tank.)

" 6 " F- " " " " " (No. 1 side tank.)

" 15 " G- " removed, faired and replaced. (No. 5 side tank.)

" 5 " G- " faired in place.

" 6 " G- " " " " " (No. 1 side tank.)

" 7 " G- " " " " " (No. 1 side tank.)

(To be cont.)

Rpt. 9a.

Port of M A L M Ö.

II.

Hull

4-FEB 1954

Continuation of Report No. 3302. dated 3rd February, 1954. on the

M/T "S V I T H I O D", No. 28732 in the Register Book.

3 side transverses in way of G-15 partly renewed.

1 " longitudinal " " " G-15 " " (No. 5 side tank.)

2 " longitudinals in way of G-15 removed, faired and replaced.

Starboard side:—

No. 6 in F-strake faired in place.

" 5 " G- " " " " "

" 7 " G- " " " " "

" 8 " G- " " " " "

" 6 " H- " " " " "

1 side longitudinal in way of G-7 removed, faired and replaced.

After repairs effected the fore peak tank, Nos. 1 and 5 port and No. 1 stbd. tanks and the after peak tank tested by water and found in order.

REPAIRS EFFECTED DUE TO WEAR AND TEAR:—

Shell plating, starboard.

A fracture in a welded seam between Nos. 20 and 21 in A-strake drilled off, veed out and rewelded.

After peak bulkhead.

Fractures in bulkhead plate at bottom end of 2 brackets to platform deck, drilled off, veed out and welded and stiffeners fitted inside in way of brackets.

Rudder.

The rudder lifted and rudder carrier adjusted.

SUBJECT ITEMS:—

Now done:—

Please see Damage IV.

Deferred:—

None.

A. Perring S. B. Sam
Surveyors to Lloyd's Register.