

REPORT of SURVEY for REPAIRS, & c.

Date of writing Report 21st Nov. 1945. When handed in at Local Office. 12th Dec. 1945. Port of Gothenburg.

No. in Reg. book 25399 Survey held at Gothenburg Date, First Survey 5th September 1945. Last Survey 7th November 1945. (No. of Visits 35)

on the ~~W. W. W. W. W.~~ Steel s.s. "HALVARD BRATT"

TONNAGE:— Built at Elbing By whom F. Schichau When 1921

Gross 1030 Owners Angfartygs A-B. Adolf Owners' Address --- (if not already recorded in Appendix to Register Book).

Under Dk. 852 Managers Adolf Bratt & Co. Port belonging to Gothenburg

Net 648

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

WB=Cell DB or DB a feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons: APT tons: MT feet tons.

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

Last Report, No. Port

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any.)
Examined IR 6,44 (Goo)		BS 6,44
6,44		TS. 06.9.41

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

Offered to Owners, but not required Was a damage

report made by anyone else? If so, by whom? Yes, the Underwriters' representative.

Society's Freeboard (if assigned) as marked on ship and now verified } s. 1 ft. 10 ³/₄ ins.

REPAIRS, OR EXAMINATION AS PER RULE FOR, DAMAGE, stated to have been caused by

- 1.- collision with the s.s. "Treverbyn" in Hull on the 31st October, 1940,
- 2.- collision with the s.s. "Tordenskjold", of Bergen, in Hull on the 16th December, 1940,
- 3.- collision with a trawler while on a voyage from London to Kirkcaldy on the 6th January, 1941,
- 4.- collision with the s.s. "Glen Gairn" of Aberdeen while on a voyage from Methil to London on the 3rd March, 1941,
- 5.- collision with the North Quay in London on the 2nd April, 1942,
- 6.- collision with the s.s. "Kongshaug" when lying outside s.s. "Halvard Bratt" in Holy Loch on the 10th and 11th May, 1942,
- 7.- collision with the s.s. "Jaak" when entering Dartmouth on the 13th September, 1942,
- 8.- collision with a dock gate when entering the port of Manchester on the 10th January, 1943,
- 9.- grounding at Mere Dyke on the 11th April, 1943,

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Fl.	Beams	Inner Bot- tom Plates	Dk. Plates.	Other Items:—
Renewed	8	Pt. 10						Bulwark plates
Removed and Faired or Repaired	23							Bilge keel
Faired or Repaired in place	25	44						

PRESENT CONDITION OF THE

Decks	Good	State if Tanks now exd. inside	Yes	Air and Sounding Pipes	Good	Copper, or Y. M. of Wood Vessels	---
Caulking of Decks	Good	State if Tanks now tested	Yes	Dblng. Plates under Sounding Pipes	Yes	(State if on Felt.)	
Coamings	Good	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month Year	
Beams & Fastenings	Good	Ceiling	Good	Coal Bunkers, Open'gs, Lids, &c	Good	Boats	Good
Outside Plating	Good	Cement	Good	Oil Bunkers	Good	Masts, Yards, &c.	Good
" " in way of sidelights	Good	(State which.)	Good	Scuppers	Good	Condition, how ascertained	Examined
Breasthooks	Good	Rudder	Good	Cargo Hatchways	Good	(State if wedges removed)	None
Transoms	Good	Steering gear and its connections	Good	Hatches	Good	Sails	---
Frames	Good	Windlass	Good	Planking of Wood Vessels	---	Equipment letter	n
Reverse Frames	Good	Have pumps now been examined and found efficient?	Yes	Caulking	ditto	Anchors, No. of	2 B., 1 S.
Longitudinals	---	Have Sluice Valves now been examined and found efficient	None	Treenails	ditto	Chain Locker	Good
Transverses	---	Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	" length 180 f mean diamr. 1.14/2"	
Keelsons	Good			Timbers of Frame at openings	ditto	" Rule length 210 f. size 1.8/16	
Stringers	Good			Ditto Ditto at other places	ditto	Hawser & Warps	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	ditto	Standing and Running Rigging	Good
				Salting	ditto		

General Observations, Opinion as to Class, Recommendation, &c.:—

This vessel is in good condition and eligible in my opinion to be classed 100A1 in the Register Book and to have notation of ssGot. 2nd No. 3-11,45 and docking date 11,45 Got., subject to one bower anchor and 30 fathoms of chain cable being supplied.

Survey Fee (per Section 29) Kr. 1160:00

Special Damage or Repair Fee (if any) (per Sec. 29) Kr. 700:00

Travelling Expenses (if chargeable) Kr. ---

Late Fee (if any) Kr. 25:00

Fees applied for, 12/12. 1945

Received by me, --- 19.---

Bertrand Bremer
Surveyor to Lloyd's Register of Shipping.

FRI. 8 FEB 1946

Committee's Minute

Character Assigned

Assign class 100A1 subject

11,45 Got. ss 2nd No. 3-11,45

S(O.G.) 9.45

hull of the s.s. "Halvard Bratt", of Gothenburg, No. 25399 in the Register Book.

10.- collision with a quay in Barry Dock on the 20th July, 1943,

11.- collision with a quay in Southampton on the 19th January, 1944,

12.- collision with H.M.S. "L.C.T." at Poole on the 17th February, 1944,

13.- collision with a quay at Goole on the 8th July, 1944,

14.- collision with a quay at Waterloo Junction on the 28th February, 1945,

15.- the cause of which was not stated.

Also for FIRST ENTRY, 2ND SPECIAL SURVEY No.3, ALTERATIONS and S.R.LIST.

DAMAGE REPAIRS NOW EFFECTED:

Damage No.1:

Starboard side:

E-strake, plate No.3 faired in place.

1 frame faired in place.

Damage No.2:

Port side:

G-strake, plate No.1 partly removed, faired and replaced.

G- " " " 2 removed, faired and replaced.

Damage No.3:

Bulwark plating partly removed, faired and replaced.

Damage No.4:

Port side:

F-strake, plate No.1 faired in place.

F- " " " 2 renewed.

Damage No.5:

Starboard side:

H-strake, plate No.3 renewed.

Damage 6:

Port side:

D-strake, plate No.5 faired in place.

Damage No.7:

Starboard side:

G-strake, plate No.2 faired in place.

Damage No.8:

Port side:

E-strake, plate No.4 partly renewed.

Damage No.9:

Port side:

Bilge keel faired in place.

Damage No.10:

Port side:

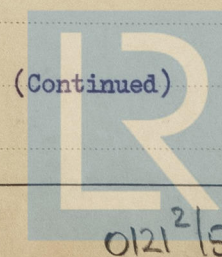
F-strake, plates Nos. 3 and 4 removed, faired and replaced.

4 frames faired in place.

FRI. 22 FEB 1946

Annex. Officer

Write for
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hull of the s.s. "Halvard Bratt", of Gothenburg, No. 25399 in the Register Book.

Damage No.11:Starboard side:

G-strake, plate No.3 removed, faired and replaced.

5 frames faired in place.

Damage No.12:Starboard side:

F-strake, plate No.10 faired in place.

G- " " " 9 removed, faired and replaced.

Stringer angle removed, faired and replaced.

Damage No.13:Starboard side:

D-strake, plate No.2 removed, faired and replaced.

Damage No.14:Starboard side:

E-strake, plate No.1 renewed.

F- " " " 2 removed, faired and replaced.

6 frames faired in place.

Damage No.15:Port side:

B-strake, plates Nos. 5 and 6 removed, faired and replaced.

C- " " " 4 removed, faired and replaced.

C- " " " 5 faired in place.

D- " " " 2 removed, faired and replaced.

D- " " " 3 faired in place.

E- " " " 3 renewed.

E- " " " 5 and 6 faired in place.

F- " " " 5 and 11 faired in place.

F- " " " 7, 9 and 10 removed, faired and replaced.

G- " " " 3, 9 and 10 removed, faired and replaced.

G- " " " 6, 7 and 11 faired in place.

H- " " " 2 removed, faired and replaced.

I- " " " 1, 2 and 3 removed, faired and replaced.

28 frames faired in place.

10 frames partly renewed.

Starboard side:

C-strake, plate No.9 faired in place.

D- " " " 3 and 5 faired in place.

D- " " " 4 renewed.

E- " " " 4 removed, faired and replaced.

E- " " " 5 faired in place.

F- " " " 4 renewed.

F- " " " 3, 7, 8 and 9 faired in place.

G- " " " 8 faired in place.

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G-strake, plate No. 12 renewed.

I- " " " 2 faired in place.

Forward well, starboard side:

Bulwark plates Nos. 2 and 3 removed, faired and replaced.

Bulwark stiffeners, angle bars etc. removed, faired and replaced.

Port side:

Bulwark plate No. 2 removed, faired and replaced.

Bulwark stiffeners, angle bars etc. removed, faired and replaced.

After well, port side:

Bulwark stiffeners renewed and faired.

Starboard side:

Bulwark plates, stiffeners etc. faired.

FIRST ENTRY:

Scantlings etc. have been verified with the ship's plans and drawings and a First Entry report has been written for the ship.

The ship has earlier been classed in Germanischer Lloyd but is now being transferred to Lloyd's Register.

SECOND SPECIAL SURVEY No.3 HAS BEEN HELD AS FOLLOWS:

Vessel placed on floating dock, bottom, sternframe and rudder cleaned, examined and coated. The holds, peaks, 'tween decks, coal bunkers and machinery space cleared. Sufficient close ceiling lifted from tank top and all spar ceiling removed from vessel's sides in holds and bunkers, Limber boards removed throughout. All casings of soil, scupper, air- and sounding pipes removed. Steel work generally exposed including plating under sidelights and behind cement chocks. All oxidation removed from the surface of the inside of the shell plating, frames, stringers, beams, bulkheads etc. Steel work examined and with the exception of parts repaired as stated below found in good condition and coated. The shell plating has been drilled as per attached sheet. All the double bottom tanks and peak tanks have been tested by water pressure and subsequently examined internally, floors scaled and coated where necessary, all broken and loose cement made good. Tank top and limbers tarred and cemented and close and spar ceiling relaid and refitted. Decks drilled and gauged. Chain cables ranged and examined. Chain locker examined and cables replaced. Anchors, masts, spars, rigging and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchways and made good where necessary. Ventilator coamings and covers examined. The steering engine and its connections, steering rods, chains, blocks, rudder quadrant, tiller, steering gear, auxiliary steering gear, windlass, hand pump, watertight door and air- and sounding pipes examined and found or put in good condition. Doubling plates found under all sounding pipes. Freeboards verified.

REPAIRS EFFECTED DUE TO WEAR AND TEAR:

Holds: About 20 reversed frames have been partly renewed. Pillars have been faired.

Coal bunkers: 2 stays in the longitudinal bulkhead have been partly renewed.

Boiler space: Tank top plating below boilers has been renewed.

Double bottom tanks: Side girders, next to boiler and engine space have been repaired. A number of rivets

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have been renewed.

Decks: Deck plating inside forecastle has been renewed. Deck plating between engine casing and side deck-houses have been partly renewed, also plating inside bathrooms and lavatories. A steel deck has been placed on the forecastle deck with wood sheathing above.

Deck fittings: The deck fittings for carrying timber deck cargo have been put in order.

ALTERATION:

The poop bulkhead has been closed so as to give crew accommodation in the poop space. A poop deckhouse has been built, but it has no influence on the ship's equipment letter. The deckhouse dimensions are: Length = 2100 mm., Breadth = 4400 mm.

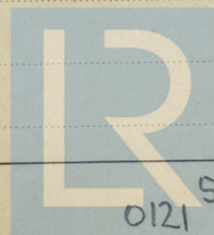
A new store room has been built in the bridge space.

S.R. LIST:

The rudder has been examined for welding repairs made on it, but no damage could be found.

On the Owners' request part of the survey was held on the 17th September from 22:30 to 00:15.

Beitrand Lyman



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