

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th MAR. 1952When handed in at Local Office 11th MAR. 1952

Port of NEWCASTLE-ON-TYNE

No. in Survey held at Jarrow-on-Tyne

Date, First Survey

Oct. 18th 51. Last SurveyFeb. 8th

1952

35834 on the Wood, Iron or Steel s.s. "Heimdal"

(No. of Visits 27)

TONNAGE :-
GROSS 4418
UNDER DK. 4026
NET 2638

Built at Glasgow

By whom D. & W. Henderson & Co. Ld.

When 1928

MONTH 9.

Owners Nya Angfartygs A/B. Heimdal

Owners' Address

(If not already recorded in Index to Register Book)

Managers Rudolf Hellberg

Port belonging to Gothenburg

Surveyed Afloat or in Dry Dock? Both Name of Dock Mercantile

Destined Voyage

Cell DBor DBa feet; 1043 ft & pt of. feet
total capacity tons. FPT tons; APT tons; 6.8 feet C.F. tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 14738 Port Inch

(Periodical 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 replacement 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.

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

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 2 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY & OIL FUEL CONVERSION.

NOW DONE FOR S.S. - Vessel placed in dry dock, bottom sides and rudder (lifted) cleaned, examined and recoated. Anchors and chain cables ranged and examined.

The holds, tween decks, peaks, bunkers, engine and boiler spaces cleared, ceiling removed as required. Stubwork examined throughout, sealed and recoated as necessary. Shell plating drilled as required by the Rules (drilling sheet). Ash skate and plating in way of sidelights examined. All double bottom tanks, settling tanks, and fore and after peak tanks examined internally and tested. Decks (drilled as necessary), chain locker, masts and rigging (report attached) hatch coamings, covers and supports, tarpaulins, chab and battening arrangements, ventilator coamings and covers, steering gear, spars and auxiliary gear, windlass, hand pump, watertight door, air and sounding pipes and striking plates examined.

SUMMARY OF DAMAGE REPAIRS :-

Renewed ...
Removed and Faird or Repaired ...
Faird or Repaired in place ...

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-

PRESENT CONDITION OF THE

Decks Good
Caulking of Decks "
Coamings "
Beams & Fastenings "
Outside Plating "
" " in way of sidelights "
Frames "
Reverse Frames "
Longitudinals "
Transverses "
Floors Good
Keelsons "
Stringers "
Inner Bottom Plating "
Have the Tanks been examined internally? YES
Have the Tanks been tested? YES

Bulkheads Good
Ceiling "
Cement or Asphalt "
Rudder "
Steering gear and its connections "
Windlass "
Have pumps been examined and found efficient? YES
Have Sluice Valves been examined and found efficient? YES
Have Watertight Doors been examined and found efficient? YES
Have Ventilators and their Coamings been examined and found efficient? YES
Air and Sounding Pipes Good
Doubling Plates under Sounding Pipes Good

Engine Room Skylights Good
Coal Bunkers, Openings, Covers, &c. "
Oil Bunkers Good
Scuppers "
Cargo Hatchways "
Hatches "
Planking "
Caulking "
Treenails "
Breasthooks & Stemson "
Transoms, Pointers & Crutches "
Timbers of Frame at openings "
" " at other places "
Stringers, Clamps & Shelves "
Sailing State if examined.

Copper, or Y.M. (State if on Fore)
When fitted, Month Year
Boats Good
Masts, Yards, &c. "
Condition, how ascertained FROM ALOFT
(State if wedges removed.)
Equipment letter "X"
Anchors, No. of 3-1
Cables (State if now ranged) YES
" length 270 ft. mean diam. 3/2-2 1/2 (on board)
" Rule length 270 ft. size 2 1/2
Chain Locker Good
Hawsers & Warps SUFFICIENT
Standing and Running Rigging Good
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 in our opinion eligible to remain as classed with fresh record of dry docking and notations of S.S. Nwc. - 2.51 for and fitted for oil fuel 2.52 F.P. above 150°F.

Survey Fee (per Section 29) SP. SURVEY £ 58 : 0 : 0
O.F. Contd.
Special Damage or Repair Fee (if any) (per Sec. 29) £ 35 : 0 : 0
Travelling Expenses (if chargeable) REPAIRS £ 20 : 0 : 0
Second Surveyor's Fee (if any) £ : :

Fees applied for,

13 MAR 1952

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 22 APR 1952

Character Assigned

CERTIFICATE WRITTEN S.S. Nwc. - 2.52 (Dr.)

(Pilot endorsement)

+ LMC MS 2.52
Fitted for oil fuel 2.52 F.P. above 150°F.

Lloyd's Register Foundation

004635-004641-0252/3

SHELL DRILLING.

FORWARD.					AMIDSHIP.					AFT.				
		ORIG. THK.	THK. BY			ORIG. THK.	THK. BY			ORIG. THK.	THK. BY			
			DRILLING.				DRILLING.				DRILLING.			
			PORT	STAR			PORT	STAR			PORT	STAR		
FILE	K.	.40	.42	.40	BR. SHEER	.54	.55	.58	POOP.	.38	.38	.38		
SHEER	J	.43	.53	.50		.57	.55	.55		.43	.55	.50		
	H	.43	.58	.60		.57	.30	.30		.43	.50	.50		
	G	.43	.38	.38		.57	.25	.35		.45	.35	.45		
	F	.43	.45	.38		.57	.50	.53		.45	.43	.40		
BILGE.	E	.45	.60	.38		.57	.55	.53		.48	.40	.45		
	D	.45	.40	.38		.57	.57	.64		.48	.35	.35		
	C	.45	CEM	.45		.57	.56	.55		.46	.43	.45		
	B	.45	"	.50		.57	.55	.57		.48	CEM	CEM		
	A	.45	"	CEM		.57	.52	.57		.48	"	"		
	KEEL	.65	"	"		.73	.72	-		.65	"	"		

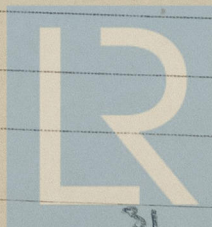
THICKNESSES RINGED INDICATE RENEWAL

ADJACENT PLATES DRILLED AND DEALT WITH AS NECESSARY

Dimensions

	Fwd		Amids		Aft	
	P	S	P	S	P	S
K	-	-	-	-	-	-
J	-	-	2	7	-	-
H	-	-	R	R	-	-
G	5	5	R	R	R	-
F	-	5	7	4	2	5
E	-	7	2	4	8	3
D	5	7	-	-	R	R
C	E	-	1	2	3	1
B	E	-	2	-	Cement.	
A	Cement		5	-		
Keel	-		1			

SURVEYED TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE



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Foundation