

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16th September 1948 When handed in at Local Office 17th September 1948 Port of Bergen
 No. in Survey held at Bergen Date, First Survey 7th June 1947 Last Survey 24th July 1948
 Reg. Book. on the ~~Wood, Iron or Steel~~ S.S. "LYNGÅS" ex "HARRIS" ex "GILSAY" (No. of Visits 43)

TONNAGE: — Built at Beverley By whom Cook, Walton & Gemmell Ltd. When 1944
 GROSS 532 Owners A/S SANDSKAARS REDERI Owners' Address LYNDALE NEAR FARSUND
 UNDER DK 405 Managers ANDERS SANDAL Port belonging to FARSUND
 NET 181

Surveyed Afloat or in Dry Dock? Both Name of Dock Naval Floating dock Destined Voyage Coasting
 Cell D Bor D Ba feet; u & B feet; f feet
 total capacity tons. FPT 15 tons; APT 11 tons; MT feet 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. Port
 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).
 100 A & - Steam hauler L.M.C. 4,44
 For port service

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. 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. S 3/6, M 23/7, 13/8, 14/8, 29/8, 9/9, 17/9, 29/9, 28/10, 7/11, 13/11, 2/11 - 1947, 27/11, D 30/11, M 17/2, F 12/7, 20/7, S 4/8.
 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?
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Periodical Special Survey due 1948 Ship 4 years old
 Conversion & Freeboard.

Now done:— Ship placed in floating dock. Shell plating, sternframe and rudder cleaned, examined and coated. Ship undocked 17th February.
 Examined:— Holds, forecastle space, sternspace, engine & boiler space, under engine and boiler, plating in way of sidelights in forecastle space, decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, cables, chainlocker, masts, rigging, steam steering gear, telemotor and connections, auxiliary means of steering, windlass, general equipment, pumps, ventilators, coamings and covers, air and sounding pipes (striking plates fitted), casings, cargo battens and boats.
 Freeboard survey carried out and the assigned freeboards cut in & verified and P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

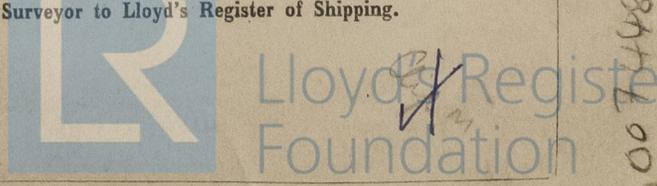
PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	Good
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	Wood
" " in way of sidelights	"	Windlass	"	Hatches ENDBANDS NOT FITTED	"	(State if wedges removed.)	none
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	"h"
Reverse Frames	FLATS	Have Sluice Valves been examined and found efficient?	✓	Caulking		Anchors, No. of	38 (15)
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails		Cables (State if now ranged)	YES
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 210 ^{ths} mean diam. 1 1/8"	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length 195 ^{ths} size 1 1/8"	
Keelsons	"	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings		Chain Locker	Good
Stringers	"			" " at other places		Hawsers & Warps	Good
Inner Bottom Plating	✓			Stringers, Clamps & Shelves		Standing and Running Rigging	Good
Have the Tanks been examined internally?	Yes			Salting		Sails	✓
Have the Tanks been tested?	Yes			(State if examined.)			

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 that this vessel be reclassified 100A1 with fresh docking date 2,48 and fresh record of survey S.S. Bgn. 7,48, subject to galv. endbands being fitted to all wood hatch covers, a stream anchor of proper size and weight being placed onboard (and speaking tube to steering gear space being extended to the bridge) at owners' earliest opportunity. (Vessel built 1944 and placed in commission as a cargo vessel 7,48.

Survey Fee (per Section 29)	Amount	Fees applied for,	Received by me,
FREBOARD FEE	Kr. 920.-	7/8 1948	16/9 1948
Special Damage or Repair Fee (if any)	Kr. 123.-		
(per Sec. 29) Late Attendance fee	Kr. 521.-		
Travelling Expenses (if chargeable)	Kr. 65.-		
2 ANCHOR CERTIFICATES.	Kr. 100.-		
Send Surveyor's Fee (if any)	Kr. 42.-		
LONDON CABLE EXPENSES	Kr. 40.-		
Committee's Minute			

FRI. 19 NOV 1948
 Character Assigned See minute on Bgn. 3272
 Surveyor to Lloyd's Register of Shipping. S.A. Eide. B.S. Wilson



Is Certificate required? If so, to be sent to the office. 007448-007455-023412

Painted.

Examined internally and tested: - Fore and after peak tanks, fresh water tanks in stem space and oil fuel tanks.

All spaces previously cleared, ceiling, lining and rust removed and cleaned as required.

Steelwork afterwards coated as necessary. No bottom cement.

Various bulkheads and lower deck forward abaft frame No. 5 removed and vessel converted to a cargo ship.

The framing has been reinforced by fitting 3 1/2" x 3/8" flats to alternate frames from frame No 8 to frame No 38, both inclusive, and 5" x 3/8" flats to every third frame in way of oil fuel tank amidships and 3 1/2" x 3/8" to every third frame in way of engine room.

The conversion has further been carried out in accordance with plan of Profile and deck approved London 23/7-47 and Secretary's letters.

Engine room bulkhead stiffeners reinforced, 2 additional stiffeners fitted and brackets fitted at top and bottom in accordance with approved plan dated London 23/7-47.

Three new hatchways fitted in accordance with approved plans dated London 29/3-47 and Secretary's letter.

Front bulkhead stiffeners of midship deckhouse reinforced in accordance with approved Profile and Deck plan.

A new fresh water tank built in port and starboard in way of stem space in accordance with approved plan dated London 23/7-47. Bounding and air pipes fitted in conformity with the Rules.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent. Includes entries for 1st Bower, 2nd, 3rd, and Stream anchors.

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

CHAIN CABLES.

Table with columns: 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. Includes entry for Indispensable chain cable.

All sidescuttles below main deck have been efficiently plugged.

2 1/2" ceiling fitted in way of forehold and 2 1/2" ceiling on 2 1/2" battens fitted in way of lower aft hold.

Large battens in forehold 5" x 2 1/2", 13"-16" apart. The repairs state it was impossible to obtain material for closer spacing.

The auxiliary steering gear is placed aft below main deck. A speaking tube is fitted to this space from after end of superstructure deck and this speaking tube should be extended to the bridge at owners' earliest opportunity or this

S.S. "LYNGÅS".

space should be placed in telephonic communication with the bridge.

Hatchway covers have not yet been fitted galvanised endbands as repairs state these are unobtainable.

Bulkheads and decks have been hoist tested and found tight.

1 copy of Cert. B has been sent to the Oslo Surveyors.

Part of survey carried out by Mr. S.W. Wang between the dates 30th September 1947 and 8th March 1948.

S. G. S.

BW

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

