No 4300

(Received at London Office MON. 12 DEC. 1921) No. 4938

Apt. 8.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7th Dec. 1921 When handed in at Local Office 7th Dec. 1921 Port of Gothenburg

No. in Reg. Book. 18625 Survey held at Gothenburg Date, First Survey 28th Nov. Last Survey 3rd Dec 1921 (No. of Visits 11)

on the ~~Wood, Iron or~~ Steel ~~screw steamer~~ "HOLMENGRÅ" Master ✓

TONNAGE:— GROSS 1748 UNDER DK. 1395 NET 946

Built at Lübeck By whom Schiffsw. v. Henry Koch When YEAR 1904 MONTH ✓

Owners aktiebolaget Nordiska Lloyd (R. Frode, Mgr) Port belonging to Gothenburg

Owners' Address ✓ (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? floating dock + afloat Name of Dock Eriksberg Destined Voyage Norland

WB=CellDBorDBa ..... feet; uE&B ..... feet; f ..... feet; total capacity ..... tons. FPT ..... tons; APT ..... tons; MT ..... feet ..... tons.

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. ..... Port .....

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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.

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A —		
(class contemplated)		

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ✓ ins.

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 Classification in Register Book and No 3 Survey.

This vessel was built in 1904 to class with the Germanischer Lloyd and is still classed in that Register.

The usual periodical special survey is stated to have been carried out by the Germanischer Lloyd's surveyor in Stockholm last spring, except for some minor details.

It was contemplated in 1919 to transfer the class of the vessel to this Society and the scantlings & ascertained were entered in a "First Entry" report and forwarded to London together with plans of the vessel as built. see Goth. report No 4300.

The project was not proceeded with at that time but the owners have now definitely decided to class the vessel with this Society and the remaining particulars required for the completion of the "First Entry" report have now been ascertained and are contained in

(OVER)

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

PRESENT CONDITION OF THE

Decks Good
Caulking of Decks "
Waterways "
Coamings "
Beams & Fastenings "
Outside Plating "
Caulking of ditto "
Rivets "
Breasthooks & Crutches "
Transoms "
Frames "
Reverse Frames "
Floors "
~~Ecloses~~ ✓

Stringers Good
Inner Bottom Plating "
State if Tanks have been examined inside yes
State if Tanks now tested yes
Bulkheads Good
Ceiling "
Cement or Asphalt (State which.) Cement good
Rudder "
Steering gear and its connections "
Windlass "
Have Pumps now been examined and found efficient? yes
Have Sluice Valves now been examined and found efficient? none
Have Watertight Doors now been examined and found efficient? yes

Dblng. Plates under Sounding Pipes Good
Engine Room Skylights "
Coal Bunkers, Open'gs, Lids, &c. "
Scuppers "
Cargo Hatchways "
Hatches "
Planking of Wood Vessels
Caulking ditto
Treenails ditto
Breasthooks & Stemson ditto
Transoms, Pointers, & Crutches ditto
Timbers of Frame at openings ditto
Ditto ditto at other places ditto
Stringers, Clamps & Shelfs ditto
Salting (State if examined.) ditto

Copper, or Y.M. of Wood Vessels ✓ (State if on Felt.) When put on, Month ✓ Year ✓
Boats Good
Masts, ~~Yards~~, &c. "
Condition, how ascertained Examined
(State if wedges removed) no
Sails none
Equipment letter 9/
Anchors, No. of 3 B. 1 S + 1 K
Cables (State if now ranged) yes
" length (on board) 210 size 1 9-10/16
" Rule length 240 size 1 1/16
Hawser & Warps Good
Standing & Running Rigging "

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No.* 1–15 and ptND15, &c."

This vessel is eligible, in our opinion, to be classed 100 A1 in the Register Book with record of survey 12.21. and with notation of S.S. Got. No 3 12.21 subject to 30 fathoms of chain cable 1 1/16 dia. being placed on board.

Survey Fee (per Section 28) £ Kr 430.00 :
Special Damage or Repair Fee (if any) (per Sec. 29) £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :

Fees applied for, 8th Dec 1921
Received by me, 8th Dec 1921 VB.

V. Dulow H. Thomsen A. Sundén
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 10 JAN. 1922 FRI. 4 AUG. 1922

Character Assigned See Minute on Got. F.E. 4938 FRI. DEC. 29 1922

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

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S.S. "HOLMENGRÅ" (cntd)

the separate report forwarded herewith.

At the same time the S.S. No 3 has been held as follows, viz:-

Vessel placed on floating dock, bottom, stemframe and rudder cleaned, examined and coated.

The shoe piece in way of the electric welding repair to the stemframe as reported by the Malmö surveyors on 20th Nov. 1919 was examined and found in order.

The ceiling in the holds and coal bunkers, which appeared to be practically new, had all been removed when undergoing the Germanischer Lloyd survey as stated above, and on this occasion it was deemed sufficient to remove the ceiling in way of the bilges, manholes, pillars, bulkheads & tunnel in order to ascertain the conditions of the tank tops and margin plates and the tightness of the double bottom tanks.

The holds, coal bunkers, Engine & Boiler spaces and peaks were cleaned out to admit of proper examination. The whole of the frames, beams, stringers, bulkheads, hatchways, engine & boiler casings, tank tops, masts, and both surfaces of outside plating in these spaces were examined, found in good condition, free from oxidation and recently coated. Shell plating examined in way of sidelights & found in order.

No ash shoot is fitted through the ships side in this vessel.

Fore & after peak tanks and all double bottom tanks examined internally, steelwork & cement found in good order and steelwork free from oxidation.

Peak tanks & double bottom tanks tested with water pressure as per Rule and found tight.

Chain cables ranged, anchors, masts, rigging, boats and general equipment examined.

Hatch covers examined in position on the hatchways.

The decks, steam steering engine & its connections, steering rods, chains, blocks, rudder

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, ex Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	Cwts.	qrs.	lbs.	Weight Required by Table 30 or 31. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers.	Where and when tested and Superintendent. (If Stockless, state Mechanical Tests.)
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Table 30 or 31. Cwts. qrs. lbs.	Length and size per Table 30 or 31. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
Iron Stream Chain or Steel Wire....											

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

quadrant, hand steering gear, windlass, pumps, W.T. doors, ventilators, air & sounding pipes examined & found in order.

The thickness of the shell plating was carefully ascertained amidships, at the forward end about 4 frame spaces abaft the collision bulkhead and at the after end about 4 frame spaces forward of the after peak bulkhead.

Repairs effected due to wear & tear:-

3 hold stanchions removed, faced & replaced, 9 rivets in coll. bulkh. renewed.

10 studs in chain cable renewed.

Note:- attention is drawn to the recommendations in the 1st Entry report regarding the die of the chain cable.

V. Shilow H.T.
7-12-21.

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