

PORT of SURVEY for REPAIRS, &c.

Report 20th Nov. 1919 When handed in at Local Office 20th Nov. 1919 Port of Malmo

Survey held at Helsingborg Date, First Survey 9th Oct. Last Survey 18th Oct. 1919

on the Wood, Iron or Steel Sc. Sr. Ex Olsborg & Helen Hedmann Master P. H. Pontoppidan 15-15.

AGE: - Built at Lubeck By whom Schiffsw. v. Henry Koch When 1904

Owners Aktieb. Nordiska Lloyd Port belonging to Gothenburg

Owners' Address (R. Frode, Mps)

Afloat or in Dry Dock? yes Name of Dock Helsingborg Stads Docks Destined Voyage

LD Bor DBa feet; uE&B feet; f feet; }
Capacity tons. FPT tons; APT tons; MT feet tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Alterations in the existing records should be underlined.

Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, of the inner bottom plating, especially in the boiler space.

Report, No. Port

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the pairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; being detailed in the body of the report, should be summarised in the form shown below. Whenever the of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on Society's Freeboard (if assigned) as

Painted on Ship and now verified

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

declined? No dam. report required. Was a damage report made by anyone else? If so, by whom? No dam. report made.

OR EXAMINATION AS PER RULE, FOR damage stated to have been caused through

grounding at Sandnasholm on the 24th September, 1919, while the vessel

on a voyage from Limhamn to Finsidet, for damage the cause

which was not stated and for part Special Survey No. 3.

Damage due to grounding:-

Vessel placed in dry dock, bottom and rudder cleaned and

lined.

The aftermost shell plate of A-strake on each side

removed and the stern frame repaired by electric welding in way

crack in heel piece forward of the propeller post. The aftermost

keel plates refitted. An efficient shoe piece, well extended

to the stern.

The aftermost shell plate of A-strake on each side

removed and the stern frame repaired by electric welding in way

crack in heel piece forward of the propeller post. The aftermost

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forward and aft of the welding, was riveted to the plating and stern frame. A number of slightly leaking rivets were caulked.

The after peak tested with water in way of repair.
Damage, said by the Master to be of old
and of which the cause was not stated:-

The two aftermost keel plates also a number of side plates both sides of vessel were found slightly buckled not more so than it was not affecting the vessel's seaworthiness.

Bottom and rudder coated.

Part Special Survey No. 3.

Vessel placed in dry dock, bottom and rudder examined.

Windlass examined.

Repairs effected due to wear and tear :-

A few rivets in rudder renewed.

A large number of rivets in shellplating both of vessel removed and caulking made good.


Windlass repaired.

In accordance with the statement received from
Gothenburg Surveyors the following requirements remain to
be complied with, in order to complete the Special Survey No.

The remainder of the scantlings to be checked. 5

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED by TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when Supplied.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collector 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.

[illegible]

peaks above tank tops, bunkers and engine and boiler
to be examined. The ceiling in the fore hold and
to be lifted. The double bottom tanks in way of fore
to be examined internally and with the tanks under
engines and boilers and the peak tanks tested with
pressure as per rule. All remaining oxidation through
the vessel to be removed and the clipped surface
coated. The tween decks boats, air and soundings

To be continued

Wialno

Continuation of Report No. 110 dated Nov. 20th 1919 on the

L. L. L. "Ellsberg".

rs, steam steering engine and steering gear with
ins and connections to be examined. Hatches to
examined in position on the hatchways. Plating
way of side lights to be examined. Chain cables
& ranged and examined. Equipment to be
examined except anchors.

The Master stated that time was not available complying with these requirements and proposed postpone the same until the vessel's next dry-docking probably at Gothenburg, when the additional strengthenings would in order to make the vessel eligible to be recommended to the Committee for the 1887/88 season would be fitted. The preboard assigned by the Committee, this vessel will be marked on the vessel's sides the same occasion.

At the request of the Underwriters' representative and
the consent of the Master a special survey was held on this
day, the 12th of October. At the request of the Master a
general survey was held on Saturday, 18th October, from 6-7 p.m.

007626-007638-0262 $\frac{2}{2}$

To Await Completion
of Survey.



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Lloyd's Register
Foundation