

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22/7 1948 When handed in at Local Office 1948 Port of STOCKHOLM.

No. in Reg. Book. 38899. Survey held at Stockholm Date, First Survey 15/12, 1947 Last Survey 1/6, 1948 (No. of Visits 48)

on the ~~Westerby~~ Steel s/s "SJOBORIS" By whom Chant Nav. Anversols When 1906 9

TONNAGE: GROSS 1363 Owners: Rederi A/B Tre Kronor Owners' Address Postbox 7147, STOCKHOLM. (If not already recorded in Appendix to Register Book)

UNDER DK. 1032 Managers: Rud. Bengtsson Port belonging to Stockholm.

NET 782 Managers: Rud. Bengtsson Port belonging to Stockholm.

Surveyed Afloat or in Dry Dock? Both Name of Dock Gustaf V's Dry Dock. Destined Voyage

Cell/Dor/DBa 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. } CHARACTER: \* for Special Survey. Date of last Survey and of Periodical Surveys.

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. 6683 Port Skm

(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.

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 Society's Freeboard (if assigned) as 357 m/m painted on Ship and now verified

Owners, not required Was a damage report made by anyone else? if so, by whom? None made.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, SPECIAL SURVEY AND ALTERATIONS.

This vessel was stated to have sustained damages

1/ through grounding on the 6th August, 1947, while on a voyage from Raufarhöfn to Skagastrand

2/ through unknown causes.

WORK DONE:-- Vessel placed in dry dock. The bottom, stern frame and rudder cleaned, examined and coated after repairs.

DAMAGE REPAIRS NOW EFFECTED:-- Damage No. 1.

Lower part of stem cropped and renewed 1.5 metres.

A number of loose stern frame rivets renewed.

P.T.O.

NUMBER OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	16			20				
Removed and Fair'd or Repaired	36			4				
Fair'd or Repaired in place ...	46	86		23				

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Condition of Decks. Good	Good	Good	When fitted, Month Year
Condition of Ceiling. Good	Good	Good	Boats. Good
Condition of Cement or Asphalt. Good	Good	Good	Masts, Yards, &c. Good
Condition of Rudder. Good	Good	Good	Condition, how ascertained. By exam. YES
Condition of Steering gear and its connections. Good	Good	Good	Equipment letter. 0
Condition of Windlass. Good	Good	Good	Anchors, No. of. 3 B. 18.
Have pumps been examined and found efficient? To A.P.T. Good	Good	Good	Cables (State if now ranged) Yes.
Have Sluice Valves been examined and found efficient? Good	Good	Good	length 240 fms. mean diam. 1 1/2"
Have Watertight Doors been examined and found efficient? Yes.	Good	Good	Rule length 240 fms. size 1 9/16"
Have Ventilators and their Coamings been examined and found efficient? Yes.	Good	Good	Chain Locker. Good
Air and Sounding Pipes. Good	Good	Good	Hawsers & Warps. Sufficient.
Doubling Plates under Sounding Pipes. Good	Good	Good	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, as now seen, is in good condition and eligible in our opinion to remain as classed with fresh docking date Skm. 4.48 and the notation of ss Skm. 5.48(Dr.).

Survey Fee (per Section 29) Spec. Surv. Kr. 660:-- Fees applied for, 22/6 19 48.

Alteration Fee Kr. 75:-- Received by me, 19.

Special Damage Repair Fee (if any) Kr. 1370:--

Repair fee Kr. 250:--

Travelling Expenses (if chargeable) Kr. 127:10

Late Fees Kr. 180:--

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned 4 48 Skm } without spl. Cond + LMC 6.48

Wrote RB S.3.48 S.S. Skm. - 6.48 (Dr.) (ESD. DF.) CERTIFICATE WRITTEN. 008648-008655-0083 1/2

20th, 11/41. Transfer in (The Surveys are requested and to us)

Is Certificate required? If so, to be sent to



Lloyd's Register Foundation

95330

26 JUL 1948

75315

WED. 18 AUG 1948

Surveyor to Lloyd's Register of Shipping.

Shellplating:-

Keelstrake, plates Nos. 1, 2 and 4 renewed.  
Keelstrake, plates Nos. 3, 6 and 7 faired in place.  
Keelstrake, plate No. 9 cropped and partly renewed.

Port side:-

A-strake, plates Nos. 1, 2 and 7 renewed.  
A- " plate No. 4 removed, faired and refitted.  
A- " plates Nos. 8 and 10 faired in place.  
B- " " " 1, 2, 5 and 6 renewed.  
B- " plate No. 3 removed, faired and refitted.  
B- " " " 7 faired in two places.  
C- " plates Nos. 4, 9 and 10 renewed.  
C- " " " 5, 6, 7, 8 and 13 faired in place.  
CD- " plate No. 4 faired in place.  
CD- " " " 5 faired in three places.

Frames, floors etc.:-

Bottom frames Nos. 3 - 8 and 13 - 25 and 55 - 65 all inclusive renewed or cropped and partly renewed.  
Bottom frames Nos. 2, 9 and 26 - 32 inclusive faired in place.  
Floors Nos. 3 - 8, 13 - 25 and 55 - 62 all inclusive renewed or cropped and partly renewed.  
Floors Nos. 2, 9 and 26 - 32 faired in place.  
Margin plate faired in place over 7 frame spaces. Margin angle in way cropped and partly renewed.

(Contd.)

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 RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Tons.	Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.						Fathoms.
2052	15	1.9 1/16"	44.6	62.4	1.010	10 25 1/2 lbs.			19	1 1/16"	Shud Lud	Dammars Parks P.	Makers' Works 1.3.48. J. Wallerstedt.	
	Iron Stream Chain } or Steel Wire }													

*Frank Anders*

hull of the s.s. "SJÖBRIS".

About 70 tank side bracket lugs renewed or removed, faired and refitted.  
Intercostals in A and B strakes with foot angles removed, faired and refitted in 16 frame spaces.  
~~removed, faired and refitted.~~  
Bilge keel with shell angle removed, faired and refitted about 12 metres.

Starboard side:-

A-strake, plates Nos. 1 and 4 renewed.  
A- " " " 2 and 3 removed, faired and refitted.  
A- " " " 5 and 11 faired in place.  
A- " plate No. 5 faired in place.  
B- " plates Nos. 1, 2, 3, 4, 5 and 9 removed, faired and refitted.  
C- " plate No. 4 renewed.  
C- " plates Nos. 5, 6, 11 and 12 faired in place.  
C- " " " 7, 8, 9, 10 and 13 removed, faired and refitted.  
CD- " plate No. 3 removed, faired and refitted.  
CD- " " " 4 faired in place.  
Bilge keel (bulb angle) with shell angle renewed 26 metres.

Frames, floors etc.:-

Bottom frames Nos. 3, 6, 10, 11, 12, 25, 27, 28, 29, 30, 32 - 58 inclusive and 85 - 96 inclusive renewed or cropped and partly renewed.  
Bottom frames Nos. 9, 18 and 19 removed, faired and refitted.  
Bottom frames Nos. 2, 4, 5, 7, 8, 13, 14, 20, 21, 22, 23, 24, 26, 27 and 31 faired in place.  
Floors Nos. 3, 4, 6, 10, 11, 12, 29, 30, 32 - 58 inclusive and 85 - 92 inclusive renewed or cropped and partly renewed.  
Floors Nos. 2, 9, 18 and 19 removed, faired and refitted.  
Floors Nos. 5, 7, 13, 14, 20 - 28 inclusive and 31 faired in place.

NOTE:-

After No. 25 floors <sup>on</sup> every other frame, floors Nos. 7, 29 and 56 are watertight.  
Margin plate in way of C 7 and C 8 cropped and partly renewed.  
Margin angle in way renewed 14 metres.  
39 tank side bracket lugs renewed.  
Margin plate between frames Nos. 85 - 92 cropped and partly renewed. Margin angle in way renewed.  
8 bilge brackets in way renewed and 16 lugs for same ditto.  
Margin plate and margin <sup>angle</sup> ~~plate~~ between frames 12 - 16 faired in place.  
A number of tank side bracket lugs in way renewed.  
Centre girder cropped and partly renewed over 10 metres.  
16 metres double foot angles for same renewed.  
40 lugs in way renewed.  
12 intercostals removed, faired and refitted.  
All damaged bilge and bottom cement made good.  
All tanks in way of damage tested with head of water after repairs and found tight.

Damage No. 2.

Shellplating port side:-

D-strake, plates Nos. 2 and 3 removed, faired and refitted.  
D- " " " 6, 7, 8 and 10 faired in place.  
5 frames in way faired in place.  
E-strake, plate No. 3 removed, faired and refitted.

(Contd.)



pt. 9a.

Port of

*Stockholm*

Continuation of Report No. *6960*

dated *22nd July, 1948,*

on the

hull of the s.s. "SJÖBRIS".

E-strake, plates Nos. 4, 6, 8 and 11 faired in place, 12 frames in way faired in place.

F- " " " 4, 7, 8, 9, 10 and 11 faired in place, 14 frames in way faired in place.

G- " " " 2, 3, 11 and 12 removed, faired and refitted.

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

6 frames in way faired in place.

H-strake, plates Nos. 4 and 14 removed, faired and refitted.

H- " plate No. 13 faired in place.

7 frames in way faired in place.

Starboard side:-

D-strake, plates Nos. 2 and 3 removed, faired and refitted.

D- " " " 6, 9 and 10 faired in place, 10 frames in way faired in place.

E- " " " 2, 3 and 4 removed, faired and refitted.

E- " " " 5 and 7 faired in two places each. 8 frames in way faired in place.

F- " plate No. 2 faired in two places.

F- " " " 4 removed, faired and refitted.

9 frames in way faired in place.

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

3 frames in way faired in place.

H-strake, plates Nos. 3, 12 and 13 removed, faired and refitted.

H- " " " 8, 10 and 11 faired in place. 12 frames in way faired in place.

I- " " " 4 and 7 removed, faired and refitted (bulwark plates).

7 bulwark stanchions in way removed, faired and refitted.

NOW DONE AS SPECIAL SURVEY:-

Vessel placed in dry dock. The bottom, stern frame and rudder cleaned, examined and coated after repairs. Rudder lifted bushed and refitted. The holds, peaks, 'tween decks', coal bunkers and boiler and machinery spaces cleared and examined. All close ceiling removed from tank tops in holds and bunkers. Limber boards removed throughout. All casings of scupper, air and sounding pipes removed. Steel work generally exposed (including plating under sidelights). All oxidation removed from the surface of the inside of shellplating, frames, stringers, floor plates, keelsons, beams, bulkheads etc. Steel work cleaned and coated after repairs. Shellplating drilled and gauged as required by the Rules (Please see attached drilling sheet). All the double bottom and peak tanks tested by water pressure as per Rules and examined internally, floors scaled and coated where necessary, all broken and /or loose cement made good. Tank top and limbers (new) tarred and cement strayed and close ceiling renewed. Chain cables ranged and examined. Chain locker examined and cables replaced. Decks, drilled, gauged and examined. Anchors, masts, rigging and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchways. Hatch coamings examined. Ventilator coamings and covers examined. The steering engine and its connections (steering rods, blocks, bolts etc.), rudder quadrant, tillers, steering gear, windlass, watertight door and air and sounding pipes examined and found or placed in good condition. Doubling plates found under all sounding pipes. Freeboard verified.

REPAIRS, DUE TO WEAR AND TEAR, NOW EFFECTED:-

Shellplating port side:-

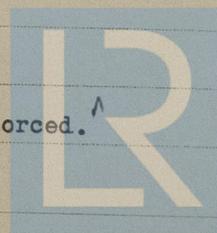
D-strake, plate No. 4 renewed.

E- " plates Nos. 2, 5 and 7 renewed.

F- " " " 2, 3, 12 and 13 renewed.

H- " plate No. 1 cropped and partly renewed.

Hawse pipe in way repaired by means of electric welding and reinforced.



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(Contd.)

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hull of the s.s. "SJÖBRIS".

It is recommended the notation regarding this to be removed from the S.R. List.

H-strake, plates Nos. 2 and 3 renewed.

I- " " " 2 and 3 renewed.

9 frames forward renewed.

Bulwark aft 5 plates renewed with top angle (bulb).

All bulwark plates on bridge deck renewed.

Starboard side:-

E-strake, plates Nos. 8 and 11 renewed.

F- " " " 3 and 12 renewed.

G- " plate No. 2 renewed.

H- " " " 2 renewed.

I- " plates Nos. 2 and 3 renewed.

9 frames forward and frames Nos. 14, 15, 16 and 17 cropped and partly renewed and frames (bulb) Nos. 18, 19 and 20 renewed.

4 bulwark plates aft renewed.

All bulwark plates on bridge deck renewed.

NOTE:-

Bend and tensile tests have been carried out, with satisfactory results, on a number of shell plates, for which test certificates were not produced.

Fore hold:-

Tank top drilled and gauged.

Tank top doubled in two places.

A number of margin bracket angles port and starboard renewed.

A number of hold stringer lugs port and starboard renewed.

All air and sounding pipes and covers for same renewed.

Close ceiling and limbers renewed.

Cargo battens and cleats partly renewed.

After hold:-

Tank top drilled and gauged.

One tank top plate doubled.

A number of margin bracket angles port and starboard renewed.

A number of hold stringer lugs port and starboard renewed.

All air and sounding pipes and covers for same renewed.

5 tunnel side plates renewed.

All close ceiling and limber boards renewed.

Protecting plates for tunnel top renewed.

Cargo battens and cleats partly renewed.

Upper coal bunkers port side:-

Two deck stringer plates renewed.

One deck plate in adjacent strake renewed.

Saddleback and coal shoot with plating, stiffeners and brackets renewed.

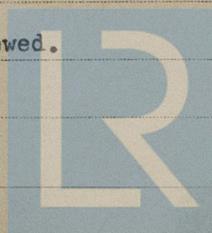
Starboard side:-

Entire deck stringer strake doubled.

One deck plate in adjacent strake cropped and partly renewed.

Saddleback and coal shoot with plating, stiffeners, brackets etc. renewed.

All foot brackets for frames renewed.



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(Contd.). Lloyd's Register Foundation 0083 4/7

hull of the s.s. "SJÖBRIS".Lower coal bunkers port side:-

A number of side casing plates and stiffeners renewed.

Starboard side:-

A number of side casing plates and stiffeners renewed.

Two crossbeams renewed.

Fore peak tank (open):-

Two floors cropped and partly renewed.

No. 2 double bottom tank port side:-

Two floors and two intercostals doubled.

Starboard side:-

Two floors and one intercostal doubled.

Forecastle deck:-

The deck has been replaced by stringers and ties which have been riveted to the existing deck beams. A number of those deck beams with beam brackets renewed. Wooden deck fitted on top. Plan approved 6th February, 1948.

Rails renewed.

The forecastle has been lengthened 1100 mm to obtain increased accommodation for the crew as per our Rpt. C 11 (contd.) of 15.5.48.

Fore deck:-

Entire deck plating with beams, beam brackets etc. in forecastle space renewed.

Fore deck plating between forecastle bulkhead and No. 1 hatch renewed.

Port side:-

3 deck stringer plates doubled.

Two deck plates in 1st strake from stringer renewed.

Starboard side:-

2 deck stringer plates doubled.

One deck plate in 1st and one ditto in 2nd strake from stringer renewed.

One deck plate under winch No. 2 renewed.

Bridge deck:-

All ceiling on deck and bulkheads in Saloon, Captain's and Officer's quarters, Messrooms, W.C.'s, galley etc. removed and steel structure in way rust-chipped and examined. Deck plates in way renewed or cropped and partly renewed.

Aftermost deck house side plating renewed port and starboard.

Bulkheads in Cook's cabin and in sick berth renewed.

Boat deck:-

Wooden deck partly renewed.

A steel deck house for Officer's quarters has been erected on the aft end of the boat deck as per our Rpt. C 11 (contd.) of 15.5.48. Pilot house partly re-built.

Engine room skylights renewed. Rails port and starboard renewed.

Raised quarter deck port side:-

2 deck stringer plates doubled.

One deck plate in 1st strake from stringer and one ditto in 2nd strake from stringer renewed.

Set in deck plates port side aft.

One renewed and one ditto faired in place.

The notation regarding this to be removed from the S.R. List.



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hull of the s.s. "SJÖBRIS".

Starboard side:-

3 deck plates renewed in 2nd strake from stringer.

Partial lower deck forward:- One deck plate each side renewed.

Partial lower deck aft:-  
5 deck plates on starboard side renewed, one ditto on port side renewed and one cropped and partly renewed.

A number of frame brackets port and starboard renewed.

The Owners intention to remove the lower decks at ends as per our letter of the 9th March, 1948, has not been carried out.

No. 2 hatch:-

All 4 hatch coamings cropped and partly renewed.

Coal hatches on bridge deck:-

Hatch coamings port and starboard cropped and partly renewed.

45 wooden hatch covers and 4 tarpaulins renewed.

Masts and rigging:-

Lower part of foremast cropped and partly renewed.

Mast wedges and canvas covers for both masts renewed.

Entire rigging renewed of tested material.

Chain cables:-

15 fms. of chain cable and one joining shackle which were found worn below the Rule dimensions have been renewed and the markings on same verified and found to agree with certificate onboard. Please see insertion.

Ventilators:-

Fore deck port side:-

One ventilator coaming with deck angle renewed.

One ventilator cowl renewed.

All ventilator covers renewed.

Anchoring test carried out during trial trip with satisfactory results.

Windlass:-

Windlass brought to shop and thoroughly overhauled.

Main shaft faired in lathe.

Steering engine:-

The steering engine has been taken ashore and replaced by one, previously used in H.M.S. Destroyer "WIDAR".

Entire length of steering chains renewed right size and test.

6 block bolts renewed.

The steering engine tested during trial trip and found to work satisfactorily. (12 seconds from 'hard over' to 'hard over').

Hand steering gear tested and found good.

Entire deck piping renewed.

Lifeboats brought ashore and repaired.

S.R. LIST:-

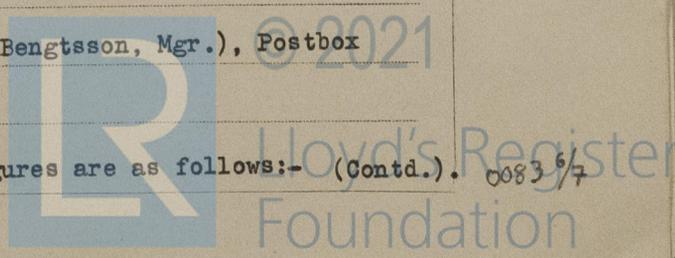
As per S.R. List examined slightly twisted rudder head and found the twist hardly noticeable.

It is recommended the vessel's name be removed from the S.R. List.

NOTE:-

This vessel has now been sold to Messrs. Rederi A/B Tre Kronor (Rud. Bengtsson, Mgr.), Postbox 7147, Stockholm.

The vessel has been re-measured after alterations and the tonnage figures are as follows:- (Contd.) 0083 6/7



pt. 9a.

Port of Stockholm Continuation of Report No. 6960 dated 22nd July, 1948, on the

hull of the s.s. "SJÖBRIS".

British gross:- 1363 tons.

British net:- 782 "

Under deck:- 1032 "

Swedish gross:- 1387 "

Swedish net:- 980 "

Official No:- 8963

Signal letters:- SGLA

The vessel has been equipped with Hughes Echo sounding device and with Direction Finder.

A notation regarding this to be inserted in the Register Book.

It is noted that this vessel is described in the Register Book as having well deck while in Rpt.

C 11 dated 14 and 16 January, 1933, she is described as having Raised Quarter Deck, Bridge and Forecastle. The latter description is correct.

*[Handwritten Signature]*



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