

15. FEB. 1963

Ship's Name ~~MS~~/MS "HELGA SMITH"

Gross tons 2089

Is there a rpt. 9? Yes

Port Stockholm

Rpt. No. 14076

No. of visits 10

First date 8.1.63.

Last date 31.1.63.

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith?

Last rpt. (H.Q. only)

13782 - 8 Km.

Date of completing rpt. 13.2.1963.

Surveyed at, if different from Port above Oskarshamn

Surveyed afloat and/or in D.D. Both

Last date of examination in D.D. 28.1.1963.

Has a Load Line Survey been held? Yes

Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (PS)

Survey fees Kr. 140:--  
Cond. of Class Kr. 100:--

Damage fee Kr. 1100:-- Expenses Kr. 770:--

S.A. fee -

I have surveyed the above ship in accordance with the Rules for DOCKING, DAMAGE AND CHANGE OF OWNERSHIP.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

DAMAGE REPAIRS NOW EFFECTED:- (Plates and frames numbered from aft).

Damage stated to have been sustained:-

- 1) By touching a sluice quayside at Montreal on the 5.6.1962.
- 2) By touching a sluice quayside at Wellington Dock, Liverpool, on the 14.7.62.
- 3) By touching a quayside at Toronto on the 24.8.62.
- 4) By heavy weather on a voyage Gothenburg-Montreal in October/November, 1962.
- 5) By touching a sluice quayside on a voyage Montreal-South Haven on the 6.11.62.
- 6) By touching a sluice quayside in Wellington Canal on the 30.11.62.
- 7) By touching a quayside at Montreal on the 3.12.62.
- 8) By touching a quayside at Gothenburg on the 23.12.62.

Continued overleaf.

I recommend that this ship remain as classed with ~~XXXXX~~ fresh record of dry docking 1.63, without special conditions.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

FRIDAY 15 MAR 1963

Minute

15.1.63 without special.

Surveyor to Lloyd's Register of Shipping

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action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

as soon as they are found or placed in good condition and is considered to be acceptable until the due

DAMAGE NO. 1.

Shell plating, port side.

K-strake, plate No. 1 (forecastle sheer) cropped and partly renewed.  
Rail bulb faired in place.  
Forecastle deck cropped and renewed in way.  
Forecastle bulkhead faired in place.

DAMAGE NO. 2.

Shell plating, starboard side. (Aft hold).

F-strake, plate Nos. 6 and 7 faired in place.  
G- " " " 6 faired in place.  
G- " " " 7 and 8 removed, faired and refitted.  
H- " " " 6,7 and 8 faired in place.

Shell plating, port side. (Aft hold).

G-strake, plate Nos. 6,7 and 8 renewed.  
H- " " " 6 and 7 faired in place.  
42 frames in way faired in place or repaired.

DAMAGE NO. 3.

Shell plating, starboard side. (Forward hold).

E-strake, plate Nos. 12 and 13 renewed.  
F- " " " 11 and 12 removed, faired and refitted.  
G- " " " 12 and 13 renewed.  
H- " " " 12 and 13 faired in place.  
E- " " " 14 renewed.  
D- and F-strakes faired in place in way.  
40 frames in way faired in place or repaired.

DAMAGE NO. 4.

Shelter deck, starboard side.

FOUND:-

A small crack in stringer plate between frames 80 and 81.

Continued.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed or partly renewed.	14		2		
Removed and faired or replaced	4				
Faired or repaired in place	17	100	1		



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DONE:-

Stringer plate cropped in way and a new plate inserted by welding, abt. 1000 x 1000 x 12 mm.

Stern post.

Small cracks, port and starboard, in outer plate veed out and welded.

Bilge keel, starboard side.

5 rivets renewed at forward end.

DAMAGE NO. 5.

Shell plating, starboard side.

K-strake, plate No. 1 (forecastle sheer) faired in place.

Rail bulb in way faired in place.

Forecastle deck in way faired in place.

DAMAGE NO. 6.

Shell plating, port side (Forward hold).

F-strake, plate No. 12 renewed.

G- " " " 12 and 13 renewed.

H- " " " 12 faired in place.

E- " " " 14 renewed.

18 frames faired in place or repaired.

DAMAGE NO. 7.

Shell plating, starboard side.

I-strake, plate Nos 3 and 5 (bulwark) faired in place.

H- " " No. 6 faired in place.

DAMAGE NO. 8.

Stern.

Soft nose plate cropped and partly renewed abt. 2000 mm.

Repair hose tested.

CHANGE OF OWNERSHIP:-

The vessel now sold to Greek Owners.

Present name:- "HELGA SMITH"

Present homeport:- Piraeus.

Present Owners:- Messrs. Allseas Shipping Co., Geneva.

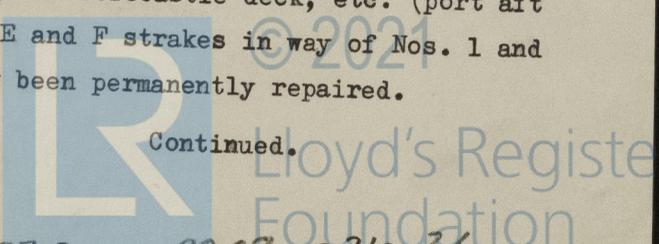
Present signal letters:- ~~SKKK~~ S Y R L.

CONDITIONS OF CLASS:-

NOTE 1:-

It is recommended the conditions regarding the forecastle deck, etc. (port aft corner) and the indented shell plating in E and F strakes in way of Nos. 1 and 2 holds should be deleted, same having now been permanently repaired.

Continued.



Rpt.

(cont.)

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NOTE 2:-

S.R.L. Appendix No. 11, Page 78.

The wavy aft deck plating and the stiffened bottom plating with minor corrugations specially examined and the structure found to continue efficient.

We would kindly draw your attention to the fact that these defects should apply to "HELGA SMITH" and not to "HELDA SMITH", which ship does not exist in the Register.



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S.S. ( ) Due

Port Stockholm

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<u>Examined &amp; condition</u>	<u>Examined &amp; condition</u>
In dry dock from 8.1.1963.	* Air & sounding pipes Good
" " " to 31.1.1963.	Doublers under " " Not exd.
Shell plating Good	Steering arrangements (main) Good
Sternframe Good	" " (aux) Good
Rudder Good	Windlass Good
Was rudder lifted? No	Masts & rigging Good
Plating, etc. in way of shell openings Not exd.	Hand pumps & suction Not exd.
Side scuttles & deadlights Not exd.	W.T. doors Not exd.
Overbd. scuppers & discharges Not exd.	Bulwarks, freeing ports, etc. Good
F.P. spaces Not exd.	Summer freeboard as verified 7.3/4" ✓
Chain locker Not exd.	
A.P. spaces Not exd.	
Engine space Not exd.	
Boiler space Not exd.	
Under E. & B. Not exd.	
Coal bunker None	
Tunnel & well Not exd.	
Cement, asphalt, etc., on btm. shell Not exd.	
Weather decks Good	
* Casings Good	
* Deckhouses Good	
* Superstructures Good	
* Skylights Good	
* Companionways Good	
* Hatchways Good	
* Ventilators Good	
Other items: -	

EQUIPMENT:

Equipment letter u  
 Fee ltr., if diff. from eqpt. ltr. -  
 Anchors: No. on board 3 bowers  
 State if ranged  
 Length on board Stated complete  
 Cables { Mean dias. range from to  
 Rule length Dia.  
 Mooring ropes

\* These items to include their closing appliances  
 Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	Good	F.P. tank	Not exd.	Not tested
"	'Tween decks	Good	A.P. tank	↓	↓
			D.B. tanks & c/dams		
No. 2	Hold	Good			
"	'Tween decks	Good			
<del>No. 3</del>	<del>Hold</del>		O.F. bunkers	↓	↓
"	<del>'Tween decks</del>				
			Settling tanks		
No. 4	Hold				
"	'Tween decks		Deep tanks		
No. 5	Hold				
"	'Tween decks		Side tanks		
No. 6	Hold		Wing tanks	↓	↓
"	'Tween decks				
			Other tanks:		
	Cargo battens	Good			
	Ceiling, etc.	Good			



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