

2 JUL 1956

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 19... Port of LE HAVRE
No. in Survey held at LE HAVRE Date, First Survey 28/5/56 Last Survey 12/6/1956 19
Reg. Book. (No. of Visits... 6...)

on the ~~Wood, Iron or Steel~~ screw motor tanker "ERLING BORTHEN"

TONNAGE :- Built at Port Glasgow By whom Wm. Hamilton and Co Ltd When 1950 MONTH 7
GROSS 9074 Owners Harry Borthen and Co A/S Owners' Address -
(It not already recorded in Appendix to Register Book).
UNDER DK. 8091 Managers - Port belonging to Oslo
NET 5216

Surveyed Afloat or in Dry Dock? Both Name of Dock Nº 7 dry dock Le Havre Destined Voyage -

Cell DBorDBa feet; uE & B feet; f feet; f feet
total capacity tons FPT tons; APT 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. 4629 Port Dnk.

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.

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 not required
Society's Freeboard (if assigned) as - ft. ins.
painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? -REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination in dry-dock following collision and fire damage

Damage : Vessel caught fire and sustained extensive damage, now placed in dry-dock for examination of bottom and shell plating and for convenience for preparing specifications.

The underwater part was found in general good condition.

In order to facilitate towing to a Repair Port, it was decided to fit a closure patch across the breach in Nº 3 Port wing Tank, and a suitable patch was prepared and welded in place and and subsequently the vessel left-in tow for Gothenburg for permanent repairs.

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

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Coamings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Beams & Fastenings	Rudder	Scuppers	Boats
Outside Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	Windlass	Hatches	Condition, how ascertained
Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Reverse Frames	Have Stillee Valves been examined and found efficient?	Caulking	Equipment letter
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Floors	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	" length mean diamr.
Keelsons	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	(on board.)
Stringers	Have Ventilators and their Coamings been examined and found efficient?	" " at other places	" Rule length size
Inner Bottom Plating	Have the Tanks been examined internally?	Stringers, Clamps & Shelves	Chain Locker
Have the Tanks been tested?	Have the Tanks been tested?	Salting	Hawsers & Warps
		State if examined	Standing and Running Rigging
			Sails

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in fit condition
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 as No. 1-38."

in my opinion, to be taken in tow to Gothenburg, with an efficient tugescort, for permanent repairs.

Survey Fee (per Section 23) Docking £ :10 000--
Special Damage or Repair Fee (if any) £ : 5 000--
(per Sec. 23)
Travelling Expenses (if chargeable) £ : 5 000--
Special attendances 10/6/56 IR 2 500
Second Surveyor's Fee (if any) LSS 3 500 6 000--

Fees applied for,

19

Received by me,

19

Committee's Minute

26 000

Character Assigned

Deferred until 24 JUL 1956

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation