



S.S. Emil R. Bonar

Centre keelson. 2 centre keelson intercostal plates in fore peak, found badly bent, to be renewed, one ditto slightly bent, to be faired in place. Foremost plate of centre girder in no.1 bottom tank, found badly bent, to be cut and partly renewed. Both centre keelson lower angles, badly bent, to be cut and partly renewed.

One stanchion in fore peak, found broken, to be removed, welded and refitted; one ditto bent, to be removed, heated, faired and refitted. Two stanchions to panting beam abaft of collision bulkhead, found bent, to be removed, faired and refitted. Panting beam, found bent, to be removed, faired and refitted.

Cement, found broken in fore peak and in no.1 bottom tank, to be renewed in way of damage. Lower part of fore peak, and no.1 bottom tank, to be cleaned out and cementwashed.

Fore peak to be tested by filling peak with water well above repairs and made tight before vessel is undocked.

No.1 bottom tank: All ceiling on no.1 tanktop to be removed, this tank to be tested and made tight, tanktop afterwards to be coated with tar, sprinkled with cement and ceiling relaid or renewed as required.

Air- and sounding pipes to no.1 tank to be uncased for examination and casings restored.

All new and repaired work to be coated as before and ship's bottom outside to be cleaned and coated.

2nd special survey no.1, due in July 1918, now commenced on the request of the Representative of the Owner's.

When this vessel was taken on the Finnoda Pontoons for damage repairs, the bottom, rudder and fastenings of the sea connections were specially examined and found in good condition. Proper stages have been made and the fore hold and lower fore peak cleared, examined, and found in good condition.

The framing and both surfaces of the outside plating in lower fore peak and in no.1 /fore-/ hold have been exposed, cleaned and coated, where necessary, examined and found in good condition.

The cement in fore peak, no.1 & 2 bottom tanks has been carefully inspected, tested by beating or chipping and found sound and adhering satisfactorily to the steel.

All ceiling has been removed from the no.1 & 2 bottom tank tops in fore hold, these parts of these tanks tested in accordance with the Rules and found or made tight. Ceiling relaid and mostly renewed.

No.1 & 2 bottom tanks have been cleaned out, properly examined inside and found in good condition.

210 fathoms of 1 8/16" to 1 7/16" stud chain cables have been ranged, examined and found in good condition after renewal of some missing studs.

The air- and sounding pipes to no.1 & no. 2 tanks have been examined and found in good condition. Doubling plates have been found bedded in the cement underneath these sounding pipes.

All other parts of this special survey still remain to be carried out, of which the Owner has received a memorandum.

and recommended them to be repaired in the following manner, which has now been done. Stem, broken in fore foot, to be renewed from the 12 feet mark /old scarf/ to scarf with the keel plate.

Flat plate keel, plate no.1, broken, to be renewed, plate no.2, bent, to be taken out, faired and refitted.

Plating, starboard side:

A- /or garboard-/ strake, plates nos. 1 & 2 broken and badly bent, to be renewed.

B-strake, plate no.1, broken, to be renewed, plate no.2, slightly bent, to be heated and faired in place.

Bilge rolling chock, foremost bulbplate bent, to be removed, faired and refitted.

Plating, port side:

A- /or garboard-/ strake, plates nos. 1 & 2 broken or badly bent, to be renewed.

B-strake, plate no.1, broken, to be renewed, plate no.2 slightly bent, to be heated and faired in place.

Bilge rolling chock, bent in fore end, to be chipped clean, heated and faired in place.

Inner damage:

Frames, starboard side, 5 frames in fore peak, found badly bent, to be cut and partly renewed, one frame in fore peak and 2 ditto in no.1 bottom tank, found bent, to be taken out, faired and refitted. Aftermost frame on collision bulkhead slightly bent, to be faired in place.

Frames, port side: 5 frames in fore peak and one ditto in fore bottom tank, found badly bent, to be cut and partly renewed, one frame in fore peak

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Weight of Stock, Test per Certificate, Weight Required by Table 50 or 51, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Table 50 or 51, Description, Makers of Cables, When and where tested and Superintendent.

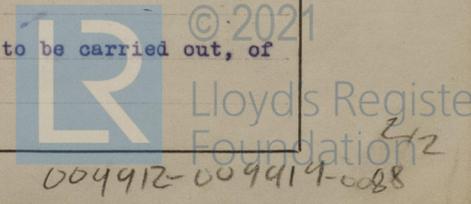
and 2 ditto in no.1 bottom tank, found bent, to be faired in place. Aftermost frame on collision bulkhead, slightly bent, to be faired in place.

Floorplates: 5 floorplates in fore peak, found broken or badly bent, to be renewed, one ditto, found bent, to be taken out, faired and refitted, lower part of collision bulkhead, found slightly bent, to be heated and faired in place.

In no.1 bottom tank, 2 floorplates, on each side, found badly bent, to be renewed, 2 floorplates on port side, found slightly bent, to be faired in place.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



Repairs wear and tear now done:

The framing and inner surface of outside plating in no.1 hold has been chipped and coated with two coats of composition paint.

The bilges in no.1 hold have been cleaned out and cementwashed.

No.1 tank: Tank margin plates, found cracked at the toes of the tank side brackets, on both sides, in way of after end of fore hatchway, one patch abt. 18" x 18" x 3/8" fitted on starboard side, and one patch, abt. 5 feet x 18" x 3/8", fitted on port side. Both patches efficiently riveted and tank afterwards retested and found tight.

4 of the outside bracket lugs renewed.

Starboard air pipe renewed.

No.2 tanktop in fore hold has been coated with tar and sprinkled with cement. This tank has been chipped clean, where required, and the whole of it cement washed inside.

One stanchion foot to no.2 tanktop has been reriveted, and 5 wasted rivets to tank side brackets renewed.

4 bulwark stanchions on port side to raised quarter deck bulwark, found cracked, have been removed, welded and refitted. One started bulwark stanchion on starboard side reriveted.

One shifting beam in no. 2 hatch-way, found wasted at one end, has been cut and partly renewed.

The above repairs have been carried out by the Aktieb. Finnroda Varf under my supervision and to my satisfaction. The new steel material is S.M. Steel, manufactured at the Strömsnäs Steel Works, tested by one of the Society's Surveyors at Gothenburg, and found to fulfil the Rule requirements.

The workmanship is good.

*O. Erikson*

