

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st Sept. 1954 When handed in at Local Office 22nd Sept. 1954. Port of GO THENBURG
 No. in Reg. Book 73890 Survey held at Gothenburg Date, First Survey 10th Sept. Last Survey --- 1954.
 on the ~~XXXXXX~~ Steel Motor Tanker "P. O. R. J. U. S." (No. of Visits 1)

TONNAGE: — Built at Goole By whom Goole S.B. & Regg. Co. Ld. When 1944 YBAR. 3 MONTH.
 GROSS 464 Owners Lennart B. Kristenson and others Owners' Address ---
 UNDER DK. 287 Managers --- (If not already recorded in Appendix to Register Book).
 NET 172 Port belonging to Rönning

Surveyed Afloat or in Dry Dock? On slipway Name of Dock AB Göteborgs Varv Destined Voyage ---
 Cell DBor DBa --- feet: uE&B --- 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. 20019 Port Got

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>BS+</u>	<u>ssGot. 8,53</u>
Bulk oil carrier	<u>MBS+ 8,53</u>
For North Sea coasting south of 60° N. & for service in the Baltic	<u>TS OG 2,51</u>
<u>6,53</u>	<u>ELEC. WELDED</u>

Society's Freeboard (if assigned) as painted on Ship and now verified --- ft. --- ins.

Periodical Surveys, when held, must be reported in detail and *seriatim* 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.

Was a damage report made by anyone else? if so, by whom? ---

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING.

Now done: Vessel placed on slipway, shell plating, sternframe and rudder cleaned, examined, and recoated.
 An examination made of decks, superstructure bulkheads with their closing appliances, casings, coamings, hatchways with their closing and securing appliances, ventilators and other deck openings, windlass, main and auxiliary steering/gear and equipment so far as practicable and found in order.
 The annual freeboard survey has been carried out this time.

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

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Efficient			Efficient			(State if on Felt.)
Caulking of Decks	Efficient	Ceiling		Coal Bunkers, Openings, Covers, &c.		When fitted, Month	Year
Coamings	Efficient	Cement or Asphalt		Oil Bunkers		Boats	Efficient
Beams & Fastenings		Rudder	Efficient	Scuppers		Masts, Yards &c.	Efficient
Outside Plating	Efficient	Steering gear and its connections	Efficient	Cargo Hatchways	Efficient	Condition, how ascertained	From deck
" " in way of sidelights		Windlass	Efficient	Hatches	Efficient	(State if wedges removed.)	
Frames		Have pumps been examined and found efficient?	No	Planking		Equipment letter	C 16/16
Reverse Frames		Have Sluice Valves been examined and found efficient?	None	Caulking		Anchors, No. of	3 B., 1 S.
Longitudinals		Have Watertight Doors been examined and found efficient?	No	Treenails		Cables (State if now ranged)	No
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems		" length	mean diamr. ---
Decks		Air and Sounding Pipes		Transoms, Pointers & Crutches		" (on board.)	---
Belsons		Doubling Plates under Sounding Pipes		Timbers of Frame at openings		" Rule length	size ---
Stringers				" " at other places		Chain Locker	
Inner Bottom Plating				Stringers, Clamps & Shelves		Hawsers & Warps	Efficient
Have the Tanks been examined internally?	No			Salting		Standing and Running Rigging	Efficient
Have the Tanks been tested?	No					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 far as now seen, is in an efficient condition and eligible, in my opinion, to remain as classed with fresh docking date Got. 9,54, subject to indented bottom and side shell plating to be dealt with next SS and renew port bower anchor at earliest opportunity.

Survey Fee (per Section 23)	£	: 50:--	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 23)	£	: ---	22.9.49.54.	
Travelling Expenses (if chargeable)	£	: 8:--	Received by me,	
Second Surveyor's Fee (if any)	£	: ---	19	

Sten Johansson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUESDAY 19 OCT 1954**
 Character Assigned 9.54 Got, Subject (with endorsement)

TUESDAY 30 NOV 1954
 Lloyd's Register of Shipping
 Foundation

Not required. In Certificates required? If so, to be sent to

SR List:

A new bower anchor has been ordered and will be placed on board at earliest opportunity.

Note:

The bottom and side shell plating found indented in several places and it is recommended that repairs should be carried out next SS. the vessel, in my opinion, efficient meantime. Some of these indents were previous an endorsement. It was stated that the indents have been caused by touching ground and quays on different occasions.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

ANCHORS.

Table with columns: 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.

* 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 rule, Description, Makers of Cables, Where and when tested and Superintendent.

TUESDAY 7 DEC 1954
As non-subject amended

THURSDAY 6 JAN 1955
As non-subject amended

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.