

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 26/9/1929. When handed in at Local Office 27/9/1929. Port of Gothenburg  
 No. in Survey held at Gothenburg Date, First Survey 15<sup>th</sup> Dec. 1928 Last Survey 14<sup>th</sup> Sept. 1929.  
 Reg. Book. 311626 on the Wood, Iron or Steel Swedish "SOLGLIMT" (ex "STOCKHOLM") (No. of Visits 186)

TONNAGE: Built at Hamburg By whom Blohm & Voß When 1900 MONTH 5  
 GROSS 12278.89 Owners Hvalfangerselskabet Atlas A/S Owners' Address  
 UNDER DECK 9526.78 Managers (Chr. Nielsen & Co) (if not already recorded in Appendix to Register Book)  
 NET 7122.74 Port belonging to Larvik

Surveyed Afloat or in Dry Dock? Both Name of Dock Gotaverken Destined Voyage  
 WB=CellDBorDBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons. }  
 N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 7244 Port Got.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 ALTERATIONS AND CHANGE OF OWNERSHIP.

Now done:— Vessel placed on pontoon bottom and rudder cleaned examined and recoated. A considerable number of shell rivets renewed, and lutto and seams of shell plating overhauled and made good.

This vessel has been converted into a whale oil factory.

New longitudinal and transverse bulkheads have been fitted in the new whale oil tanks, and several old bulkheads have been reinforced by webs &c.

10 whale oil tanks have been fitted forward and 10 aft.

The following are the principal scantlings of the bulkheads &c.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plating	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	No.	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	(State if on Deck)
Caulking of Decks	"	State if Tanks now tested	Yes, as per Report	Engine Room Skylights	Good	When put on, Month	Year
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	Good
Beams & Fastenings	"	Ceiling	✓	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Cement or Asphalt (State which)	Good	Cargo Hatchways	"	Condition, how ascertained	New
Breasthooks	✓	Rudder	Good	Hatches	"	(State if wedges removed)	✓
Transoms	✓	Steering gear and its connections	"	Blanking of Wood Vessels	"	Sails	✓
Frames	Good	Windlass	"	Caulking ditto	"	Equipment letter	✓
Reverse Frames	✓	Have Pumps now been examined and found efficient?	✓	Treenails ditto	"	Anchors, No. of	3B 15-1K
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stems ditto	"	Cables (State if now ranged)	Yes
Transverses	✓	Have Watertight Doors now been examined and found efficient?	✓	Transoms, Pointers, & Crutches ditto	"	Length (on board)	330 fms size 2 1/16
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings ditto	"	Rule length	330 " size 2 1/16
Keelsons	✓			Ditto ditto at other places ditto	"	Hawser & Warps	345 sufficient 2 1/16
Stringers	✓			Stringers, Clamps & Shells ditto	"	Standing and Running Rigging	Efficient
Inner Bottom Plating	Good			Salting (State if examined)	"		

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pTND24, &c."

This vessel is now in good and efficient condition and eligible in our opinion to remain as now classed with fresh record of survey GOT. 9.29, and the notation "carrying whale oil in bulk, subject to the vessel being placed in dry dock for examination at Owners convenience, and 15 fathoms

ALTERATIONS Ke. 3575.00

Survey Fee (per Sec. 20) ✓

Special Damage or Repair Fee (if any) (per Sec. 20) ✓

Travelling Expenses (if chargeable) Ke. 20.30

TELEGRAMS. Ke. 44.65

LATE FEES. Ke. 165.00

Committee's Minute TUE. 15 OCT 1929

Character Assigned

Fees applied for,

27/9/1929

Received by me,

22.10.29

U. Nilow

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

FRI. 8 OCT 1930

FRI. 21 NOV

Lloyd's Register

Foundation

HAM1122-0037/5



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

New Bulkd. on frame 200 to D deck. Plating 10-7 1/2". Stiffs. 230x90x12 1/2" sp. 610".  
1 horiz. web. 535x10". face angle 230x90x12 1/2".  
Butts and seams double riveted.

Old Bulkd. frame 188 to C deck. Reinforced by 2 vertical webs (port + starbd).  
775" plate flanged on face 150".  
1 horiz. web 2 ft. spaces broad at D deck.

New Bulkd. frame 178 to C Deck. Plating 10 1/2-7 1/2".  
Stiffeners under D. deck 250-230x90x12-11 1/2" sp. 610".  
" " C deck. 130x65x7 1/2" sp. 610".  
1 horiz. web 2 ft. spaces broad at D deck.  
" " under D deck Plate 1065x11" +  
face angle 250x90x14 1/2".

Old Bulkd. frame 168 to C. deck. Reinforced by 2 new vertical webs (P. + S).  
Same as Bulkd. 188.

New Bulkd. frame 158 to C. deck. Plating 10-7 1/2".  
Stiffs. under D. deck. 230x90x11 1/2" sp. 610".  
" bet. C + D. decks. 130x65x7 1/2" sp. 610".  
1 horiz. web 2 ft. spaces broad at D. deck.  
" " under D deck. 1065x11 1/2" plate  
with face bar 280x90x13 1/2".

Old Bulkd. frame 148 to C. deck. Vertical webs bracketed Top + bottom  
+ tripping bts fitted bet. T. Top + D. Deck.

Wash Bulkd. frame 137 to D deck. As before.

Old Bulkd. frame 126 to D Deck. 1 new. vertical web (P. + S). 10" plate

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.	Cwts.	qrs.			
32361	1st Bower	100	2	7	67	12	2	100	0	Stockless	Not stated	Hutchinson 28.9.29
32360	2nd "	100	0	0	67	5	0	100	0	"	"	"
42404	3rd "	84	2	9	61	0	0	85	0	"	Hugley & Sons	Widener 26.7.99
42416	Collegiate Weight.	288	0	10	23	2	2	285	0	"	"	25.9.99
42416	Stream	69	3	11	53	15	0	296	0	"	"	31.7.99
42443	Kedge	14	1	3	15	19	0	7		Iron Stock	Hugley & Sons	Widener 31.7.99

\* 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.			
25884	164	2 1/4	125%	175 1/8	585-1.17	330	2 1/4	2 1/4	Hadlink Hugley & Sons.	31.7.99. Widener	Hutchinson
25881	164	"	"	"	585-3.5	330	"	"	"	25.7.99	"
85567	2	"	125%	"	9-1.22	"	"	"	Not stated	15.8.29	"
76665	15	"	"	"	55-3.22	345	2 1/4	"	"	19.2.25	"

New bulkd. frame 125 to D. deck. Plating 9 1/2-7 1/2". Stiffs. 230x90x12 1/2" sp. 760".  
1 horiz. web. 610x10" with face angle 180x75x11 1/2".

New bulkd. frame 72 to 725" below D. deck. Plating 12-8 1/2".  
Stiffeners 230x90x11 1/2" and 150x75x9 1/2" spaced 610".  
1 Horiz. web bet. tank top and D. Deck. 610x10" plate with face bar 200x90x11 1/2".

New Bulkd. frame 64 to C. Deck. Wash plate 725" below D. Deck.  
Bulkd plating 7 1/2". Stiffeners 130x65x7 1/2" spaced 610".

S. S. "Solglimit".  
Wash bulkhead on frame 64. 8" plating. Stiffs. 230x90x11 1/2" spaced 122".  
Tank top 725" under D deck from frames 64-72. Plating 10".  
Beams 250x90x11 1/2" spaced 775".  
1 Deck guide (port + starbd). 710x13 1/2" plate with face bars 250x90x11 1/2".  
Main frames bet 64-72 cut at tank top + bktd. bet D Deck + tank top.

Old Bulkd. frame 56 to C. Deck. 2 new vertical webs (port + starbd).  
2 webs 775x12" plate with 150" fl. on face.  
2 " 675x12" " " " " "

New bulkd. frame 46 to A. deck. Plating 10-8" to D Deck.  
7 1/2" bet. C + D. Decks.  
6 1/2" to A. deck.  
Stiffs. under D Deck. 230-200x90x12 1/2" spaced 610".  
" " C. Deck. 130x65x7 1/2" sp. 610".  
" " B " 120x85x12 1/2" angles

Old bulkhead removed from frame 56 to 46 bet. B. + C. Decks.  
Stiffeners under A deck. 75x65x7 angle with fl. plate between + sp. 825".

Old bulkd. frame 34 to B deck. 1 new vertical web (port + starbd).  
775x12" plate with 150" flange on face.

New bulkd. frame 23 from tunnel recess top to C. Deck.  
Plating 8 1/2-7 1/2".  
Stiffeners 180x75x9 1/2" spaced 610" (to D Deck).  
" 130x65x7 1/2" " " bet. C + D Decks  
1 horiz. web 2 ft. spaces broad at D. Deck.

Old 1st peak bulkhead.  
Horiz. web on centre line bulkd. at D Deck 880x8" plate with face bar 180x75x10 1/2" extending from frame 13 to 64.  
Old stringer plate on D Deck about 1500x19-10 1/2" with face bar 180x75x10 1/2" extending frames 13-64. and from frames 113 to 188.  
Horiz. web on centre line bulkd at D deck 880x9-8" plate with face bar 180x75x10 1/2" extending from frames 148-188.  
Centre line Bulkhead (aft).

A.P. Bulkd. to frame 27 to D. Deck. Plating 9". Stiffs 180x75x11 1/2" spaced 775".  
Frames 27-34 to D. Deck. Plating 10-8". Stiffs. 250x90x12 1/2" sp. 775".  
" 34-74 " " " 10-8" " 230x90x11 1/2" " "

P. Bulkd. to frame 23 and 27-64 bet. C + D. Decks. Plating 7 1/2". Stiff 130x65x7 1/2" sp. 775".  
Frames 23-27 from tunnel top to C. Deck. " 7 1/2" " 180x75x11 1/2" " "

Tunnel.  
Frames 27-34. Old tunnel recess top. New beams on top 280x90x12 1/2" sp. 775" and bracketed to side frames.  
Side of tunnel (old). New Stiffeners 250x90x13 1/2" sp. 775".  
bracketed to tank top + beams.

Frames 34-72. Old tunnel top plating. New Stiffeners 200x75x10 1/2" sp. 775".  
Tunnel top between frames 17 and 27. Stiffened by 1 new guide (port + starbd)  
305x10" plate with face bar 200x75x10 1/2"



S. S. "Solglimt".centre line bulkhead (forward).

from frame 148-168 from T. Top to D. Deck. Plating  $10\frac{1}{2}$ " Stiffs.  $250 \times 90 \times 12\frac{1}{2}$  sp. 775 $\frac{1}{2}$ "  
 " " 148-158 Horiz. web bet T. Top + D. Deck. Plate  $915 \times 10\frac{1}{2}$ " Face bar  $250 \times 90 \times 12\frac{1}{2}$   
 " " 158-168. " " " " " "  $1065 \times 11\frac{1}{2}$  " "  $230 \times 90 \times 12\frac{1}{2}$   
 " " 168-178 from T. Top to D. Deck. Plating  $10\frac{1}{2}$ " Stiffs.  $250 \times 90 \times 12\frac{1}{2}$  sp. 775  
 " " 168-178 Horiz. web bet. T. Top + D. Deck. Plate  $1065 \times 11\frac{1}{2}$ " Face bar  $230 \times 90 \times 13\frac{1}{2}$   
 " " 178-188 from T. Top to D. Deck. Plating  $11\frac{1}{2}$ " Stiffs.  $250 \times 90 \times 14\frac{1}{2}$  sp. 775.  
 " " 178-188 Horiz. web bet. T. Top + D. Deck. Plate  $915 \times 11\frac{1}{2}$ " Face bar  $280 \times 90 \times 13\frac{1}{2}$   
 " " 188-200. from T. Top to D. Deck. Plating  $10\frac{1}{2}$ " Stiffs.  $280 \times 90 \times 12\frac{1}{2}$   
 " " 188-200 Horiz. web bet. T. Top + D. Deck. Plate  $1065 \times 11\frac{1}{2}$ " Face bar  $250 \times 90 \times 14\frac{1}{2}$   
 " " 148-188. from C to D. Deck. Plating  $7\frac{1}{2}$ " Stiffs.  $130 \times 65 \times 7\frac{1}{2}$  sp. 775

Bulkhead on frame 126 between C + D. Decks (at sides of whale Dock).

Plating  $7\frac{1}{2}$ " Stiffs  $130 \times 65 \times 7\frac{1}{2}$  spaced 600 $\frac{1}{2}$ "

New Wash bulkd. at frame 137 bet. C + D. Decks. Plating  $9\frac{1}{2}$ " Stiffs  $130 \times 75 \times 10\frac{1}{2}$  sp. 900

bet. B + C. " "  $9\frac{1}{2}$ " " " " "

" A + B. " "  $9\frac{1}{2}$ " " " " 750 $\frac{1}{2}$ "

New division bulkd. (port side) frame 121 B to D. Deck. Plating  $9\frac{1}{2}$ " Stiffs  $130 \times 75 \times 10\frac{1}{2}$  sp. 700

" " " in way of whale dock frame 153 B to D. Deck. "  $9\frac{1}{2}$ " " " " 800 $\frac{1}{2}$ "

Partial Bulkd on frame 107 (port) bet. T. Top + B. Deck. Plating  $9\frac{1}{2}$ " Stiffs  $200 \times 70 \times 11\frac{1}{2}$  sp. 1100 $\frac{1}{2}$ " under.

" " " 114 " " " "  $10\frac{1}{2}$ " "  $200 \times 75 \times 11\frac{1}{2}$  sp. 900 over.

" " " 158 in way of whale dock bet B + C Decks. "  $9\frac{1}{2}$ " "  $130 \times 75 \times 10\frac{1}{2}$  sp. 900

" " " 164 " " " A + B. "  $9\frac{1}{2}$ " " " " "

New O.T. bulkd bet. frames 126-148 between C + D. Decks (starboard side).

Plating  $7\frac{1}{2}$ " Stiffs.  $130 \times 65 \times 7\frac{1}{2}$  sp. 775 $\frac{1}{2}$ " Bkts Top + Bottom.

New O.T. bulkd. bet frames 136-148 between C + D. Decks (port side).

Plating  $7\frac{1}{2}$ " Stiffs.  $130 \times 75 \times 10\frac{1}{2}$  sp. 775 $\frac{1}{2}$ "

New bulkd. bet. frames 132-154 under A deck outside of whale dock side.

Plating  $9\frac{1}{2}$ " Stiffs.  $150 \times 75 \times 11\frac{1}{2}$  sp. 775 Bkts Top + Bottom.

" " " 117-154 under A. deck at inside of whale dock

Plating  $9\frac{1}{2}$ " Stiffs.  $150 \times 75 \times 11\frac{1}{2}$  sp. 775.

" " " 121-153 under B. deck on both sides of whale dock.

Plating  $12\frac{1}{2}$ " Stiffs.  $150 \times 75 \times 12\frac{1}{2}$  sp. 775 Bkts. T. + Bottom.

Whale dock. Outer portion  $19\frac{1}{2}$ " from inner Door.  $16\frac{1}{2}$ " plating

Stiffeners  $250 \times 90 \times 12\frac{1}{2}$  spaced  $915\frac{1}{2}$ " Butts T.R. seams. D.R.

Shell plating doubled on ships side in way of opening as approved.

2 O.T. hatches to whale dock on B. Deck as per approved plan.

New bulkds. at side of meat boilers. Plating  $6\frac{1}{2}$ " Stiffs.  $130 \times 75 \times 9\frac{1}{2}$

(deck doubled at side of bulkhead).

deck New doublings on stringer plate from frame 104-159 -  $12\frac{1}{2}$ " plate.

" " reset " " " 121-153 $\frac{1}{2}$  " " "

" " " deck " " " 118-146 $\frac{1}{2}$  " " "

deck. " " at corner of whale dock from frame 121-128.  $12\frac{1}{2}$ "

" " " whale dock side " " 134-144.

New Forecastle. 204 frame forward. Shell  $11\frac{1}{2}$ " Frames  $230-200 \times 90 \times 11\frac{1}{2}$

cut and bracketed to A deck.



S. S. "Solglimt"

Yorcastle. Beams  $200 \times 90 \times 11 - 180 \times 75 \times 11.5$  spaced 762 - 610 mm.  
Deck. 15 mm under whale windlass  
9 mm remainder.

New side houses under sole deck as per approved plan.

New Winch deck forward. 16 feet high over A deck from 150-165 frames (P)  
Shell in way 10 mm. Frames  $250 \times 90 \times 13\frac{1}{2}$  155-165 (S).

Deck. 10 mm plating Beams  $250 \times 90 \times 13\frac{1}{2}$  every 2nd  
1 web at ship's side (port) and 2 webs (starboard).

1 Deck girder fitted (port + starboard).

Plate  $610 \times 12$  mm with 150 mm flange.

2 strong beams under winch deck. 155-165 fr.

Plate  $760 \times 12$  mm with face bar  $250 \times 90 \times 13\frac{1}{2}$

Boat deck raised on starboard side to 3900 mm from Bridge Deck for working whales.

" " aft extended 5 frame spaces fwd. for the fitting of 2 winches  
for working the whales. Plating under winches 12 mm.

Beams  $200 \times 75 \times 12.5$  spaced 775 mm.

All hatches on A, B, C, + D. Decks as per approved plan.

Hatches on A deck fitted with cover plate 9 mm thick + connected  
by  $\frac{3}{4}$ " tap screws spaced about 190 mm.

Alterations of a minor nature have been effected throughout the vessel.

The above alterations have been carried out in accordance with  
the approved plans, and to our satisfaction.

All double bottom tanks in way of whale oil tanks, whale oil  
tanks, Deep fuel oil tanks and cofferdam tested to rule requirements  
and found satisfactory. Inner portion of whale dock tested  
and found in order. Outer and top portions of whale dock  
hoist tested and found satisfactory.

The vessel has also been specially strengthened for navigation  
in ice, the scantlings being as follows.

New intermediate frames from 185 $\frac{1}{2}$  to stem and from D. Deck to  
between B + C. Decks from 185 $\frac{1}{2}$  - 200.

From 200 to 207 bet. B. + C. Decks to bet. panting stringer + D. Deck.

" 200 to stem from C deck to panting stringer.

$300 \times 90 \times 16.5$

New side stringer fitted between C + D. Decks.

Shell plating 25 mm thick in way from 184 $\frac{1}{2}$  to stem P and Q striaes  
196 $\frac{1}{2}$  " " O striae.

203 " " N " "

209 " " M. " "

The Owners do not desire the special notation for this alteration.

Equipment. The equipment has been augmented to entitle the  
vessel to the figure 1. The equipment letter is (h+) No.

15 fathoms of chain cable (worn to 2 $\frac{3}{4}$ " ) now removed from the vessel,

and 17 fms. new chain cables supplied as per particulars reported.

The remaining 15 fms. chain cable to be placed on board at the first.

Not required for  
indemnity 2.8.79



Port of GothenburgContinuation of Report No. 7661. dated 26<sup>th</sup> Sept. 1929. on theS.S. "Solglimt".

convenient opportunity.

anchors.Particulars of drop test &c.

57. 1. 22.	K.H.	6811.	15. 8. 29.	1 <sup>st</sup> BOWER
57. 1. 0	K.H.	6276	28. 3. 29.	2 <sup>nd</sup> "
52. 0. 0	L.G.S.	2170	16. 6. 1899	3 <sup>rd</sup> "
42. 1. 14	L.G.S.	2173	30. 5. 1899	"

The remainder of the equipment is in accordance with the requirements of the Rules.

Pillars and Girders fitted as per approved plan, and as arranged on board the vessel.

Scuppers from B. Deck fitted as per approved plan.

Draining wells on C Deck as approved.

All scupper and discharge pipes overhauled and made good.

2 new masts fitted forward and 2 aft.

2 " derrick posts at aft end of forecastle

2 " " " fore end of Bridge

2 " " " aft end " " "

2 new derricks of 30 tons.

5 " " " 15 " "

2 " " " 10 " "

10 " " " 5 " "

Keelboard. The Keelboard has been assigned by the Norwegian Authorities

Copies of the approved plans are in the London Office.

A copy of the General arrangement plan showing all new work marked in blue is forwarded herewith.

When leaving the quayside at Gothenburg the vessel stuck in the mud, and it is recommended that she be placed in dry dock for examination of the bottom at the first convenient opportunity.



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