

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

Date of writing Report 30th August 1927 When handed in at Local Office 30th August 1927 Port of Gothenburg

No. in Reg. Book. Survey held at Gothenburg Date, First Survey 17th June 31 Last Survey 20th August 1927

29839 on the Wood, Iron or Steel Twin 4 hel NT NIELSEN-ALONSO

TONNAGE: GROSS 9516, UNDER DECK 7274, NET 5676. Built at Glasgow By whom C. Connell &amp; Co., When 1900. Owners Hvalfangerselsk Polaris A/S Owners' Address (if not already recorded in Appendix to Register Book). Managers Nelson &amp; Nelson Port belonging to Larvik

Surveyed Afloat or in Dry Dock? Both Name of Dock Götaverken Destined Voyage

WB=CellDBorDBa feet; u&amp;B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements). 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. 2973 Port OSL

(Periodical Surveys, when held, must be reported in detail and serially 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. 14/8/27 16/8/27

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 Applied to Owners

Was a damage report made by anyone else? If so, by whom? none made.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Annual. Damage stated to have been caused by ice pressure in November 1926 when on a voyage from Larvik to the Rno Sea. Damage stated to have been caused by collision with whale boat pole in the Rno Sea on 19th June 1927. Damage the cause of which was not stated. Repairs and alterations.

Vessel placed on floating dock; bottom, stemframes and midsides cleaned, examined &amp; scraped.

Repairs effected due to ice damage.

Work sheathing at forward end in way of ice belt permanently removed from the vessel.

No. 1, 2, 3, 4 &amp; 5 shell plates port &amp; starboard sides in K.L.M. &amp; N. strakes replaced by plating 30-25mm

in thickness doubled from stem to collision bulkhead. (OVER).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	31	23			6	2		
Removed and Faired or Repaired ... ..	23	44	44			2		
Faired or Repaired in place ... ..	58	12	10		26			

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Belt).
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Coamings	Ceiling	Scuppers	Boats
Beams & Fastenings	Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	(State which.)	Hatches	Condition, how ascertained
Breasthooks	Rudder	Blanking of Wood Vessels	(State if wedges removed)
Transoms	Steering gear and its connections	Caulking ditto	Sails
Frames	Windlass	Treenails ditto	Equipment letter
Reverse Frames	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Longitudinals	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Transverses	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	„ length (on board) size
Floors	Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places ditto	„ Rule length size
Keelsons		Stringers, Clamps & Shelves ditto	Hawser & Warps
Stringers		Salting (State if examined.) ditto	Standing and Running Rigging
Inner Bottom Plating			

## 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 ptd24, &amp;c.”

This vessel is eligible, in our opinion, to remain as now classed in the Register Book and to have record of survey 8.27. GOT.

Survey Fee (per Section 29)	attesting	Kr: 800.00	Fees applied for, 23rd Aug 1927
Special Damage or Repair Fee (if any) (per Sec. 29)	Repairs	Kr: 100.00	Received by me, 14.10.27
Travelling Expenses (if chargeable)		Kr: 22.40	(Sgd) Y. Bulow H. Munsen
Second Surveyor's Fee (if any)		Kr: 115.00	Surveyor to Lloyd's Register of Shipping.

Committee's Minute/

Character Assigned 100171

Note WB carrying whole oil in bulk carrying oil fuel in bulk R 8.27

FRI 16 SEP 1927

Lloyd's Register Foundation







-2 SEP. 1927

Steamer "V. T. Nielsen - Alnos"

alterations.

See strengthening at forward end has been amended as stated above.

Fuel oil tanks have been fitted in the tween decks between frames 170-175 connected with the fuel oil piping in the main tanks below.

Waste oil tanks have been fitted in the tween decks between frames 112-165.

The scantlings and arrangements of the tween deck tanks are shown in the sketch forwarded herewith.

No piping is fitted to the tween deck waste oil tanks which must be filled and emptied by means of a hose from deck.

The tween deck tanks have been tested with a head of water 4'-6" above the tanks.

The air pipes to the main oil tanks have been extended above the upper deck.

Position of the hatches to main waste oil tanks has been altered in several instances to suit the new arrangement in deck over.

No. 1 double bottom tank has been lengthened aft to frame No. 163.

air pipes fitted at forward end of No. 2 double bottom tank as now amended.

New afters bulkhead to No. 1 double bottom tank listed as per Rule.

The deep tank aft of the Engine Room has been converted into a waste oil tank and the record of D.T. a 34' 1135t should be deleted from the Register Book.

Part of the above survey was at the special request of the repairs carried out on Sunday the 7<sup>th</sup> inst. from 8-12 am and on Thursday, Friday & Saturday 18<sup>th</sup> - 20<sup>th</sup> inst from 9 pm to 3 am.

Part of the above survey was carried out by Mr. Y. Buhus who is at present on holiday.

Cofferdam 163-165

W107-0076(3/3)