

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24/2 1939 When handed in at Local Office 24/2 1939 Port of Oslo
 No. in Survey held at Sarpsborg Date, First Survey 25/1 Last Survey 3/2 1939
 Reg. Book. 83800 on the Wood, Iron or Steel screw steamer "SOLSKIN".
 (No. of Visits 5)

TONNAGE: Built at Thorskog By whom P. Larsson When 1926 10
 GROSS 372 Owners A/S Solskin Owners' Address Oslo.
 UNDER DK. 294 Managers O.C.B. Fischer Port belonging to Oslo.
 NET 190

Surveyed Afloat or in Dry Dock? fl. dock Name of Dock Sarpsborg mek. Verk. Destined Voyage

WB=Cell DBor DBa 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.

Last Report, No. 5068 Port Oslo

(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? the ins. repr.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S.No.3 and damage.

This vessel placed in floating dock and the bottom and rudder, stem and stern frame examined.
 Examined all decks, hatchways, covers and means of securing same, casing, ventilators, skylights etc.
 The hold and bunkers cleaned, the ceiling lifted and tanktop holds, bunkers and machinery space examined.

The ships' sides examined in way of sidelights.

The double bottom tanks, fore and after peak tanks opened, cleaned and tested as per Rules.

The mast and rigging, air and sounding pipes and general equipment examined.

The windlass and steering gear with connections opened and examined.

Chain cable ranged and chain cable and anchors and chain locker examined.

It was not found necessary to drill the shell plating now.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	1							
Removed and Faired or Repaired ...	5							
Faired or Repaired in place ...	20							see report.

PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>yes</u>	Air and Sounding Pipes <u>good</u>	Copper, or Y.M. of Wood Vessels (State if on Roll.)
Caulking of Decks <u>good</u>	State if Tanks now tested <u>yes</u>	Dblng. Plates under Sounding Pipes <u>good</u>	When put on, Month Year
Coamings <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Beams & Fastenings <u>good</u>	Ceiling <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>	Masts, Yards, &c. <u>good</u>
Outside Plating <u>good</u>	Cement or Asphalt (State which.) <u>good</u>	Oil Bunkers <u>good</u>	Condition, how ascertained <u>by exam.</u>
" " in way of sidelights <u>good</u>	Rudder <u>good</u>	Scuppers <u>good</u>	(State if wedges removed) <u>yes</u>
Breasthooks <u>good</u>	Steering gear and its connections <u>good</u>	Cargo Hatchways <u>good</u>	Sails <u>good</u>
Transoms <u>good</u>	Windlass <u>good</u>	Hatches <u>good</u>	Equipment letter <u>good</u>
Frames <u>good</u>	Have pumps now been examined and found efficient? <u>yes</u>	Planking of Wood Vessels <u>good</u>	Anchors, No. of <u>3 R. 1 S.</u>
Reverse Frames <u>good</u>	Have Sluice Valves now been examined and found efficient? <u>yes</u>	Caulking ditto <u>good</u>	Chain Locker <u>good</u>
Longitudinals <u>good</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Treenails ditto <u>good</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>good</u>	" length <u>1654</u> mean diamr. <u>114/150</u>
Floors <u>good</u>		Transoms Pointers, & Crutches ditto <u>good</u>	" Rule length <u>1654</u> size <u>115/116</u>
Keelsons <u>good</u>		Timbers of Frame at openings ditto <u>good</u>	Hawser & Warps <u>good</u>
Stringers <u>good</u>		Ditto Ditto at other places ditto <u>good</u>	Standing and Running Rigging <u>good</u>
Inner Bottom Plating <u>good</u>		Stringers, Clamps & Shells ditto <u>good</u>	
		Salting (State if examined.) <u>good</u>	

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 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."

This vessel is in good condition, in our opinion eligible to remain as now classed in the Register Book with fresh record of survey 2,39 and notation of ss Os1. no.3-2,39.

Survey Fee (per Section 28) Kr. 250.-
 Special Damage or Repair Fee (if any) 150.-
 Travelling Expenses (if chargeable) 140.-
 Second Surveyor's Fee (if any) 19.-

Fees applied for 24/2 1939

Received by me, 19.-

Committee's Minute

Character Assigned 100/11

TUE. 14 MAR 1939

Without
 100/11
 Cargo batts. not fitted
 S.S. No. 3-2,39 + amb. 2,38

Surveyor to Lloyd's Register of Shipping.



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1228-0126

