

1-MAY 1942

No. 51586.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29-4-1942 When handed in at Local Office 29 APR 1942 Port of HULL
No. in Survey held at Hull Date, First Survey 18.4.1942 and Last Survey 18.4.1942
Reg. Book. 33617 on the Wood, Iron or Steel S.S. TOLKEN
(No. of Visits one)

TONNAGE: Built at GOTHENBURG By whom AKT. LINDHOLMEN MOTALA When 1922 MONTH 3
GROSS 4471 Owners REDEMI A/B. VALLENCO Owners' Address Stockholm
UNDER DK. 4039 Managers O. WALLENIVS (If not already recorded in Appendix to Register Book.)
NET 2722 Port belonging to STOCKHOLM

Surveyed Afloat or in Dry Dock? D.D. Name of Dock King George D.D. Destined Voyage ✓
Cell/Dor/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. 117173 Port Liv.

(Periodical Surveys, when held, must be reported in detail and serially 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

ConditionNow done

Vessel placed in drydock. Bottom, rudder, propeller, sternbush and outside fastenings examined, found & placed in good order. Bottom recoated. Guard not removed, wear down not ascertained.

S.A.L. Indented plate F3(S.S) & G.S.H. Plating (P.S) examined, found efficient.

Decks, casings, vent and hatch coaming, covers, closing appliances etc examined. Engine and boiler room spaces examined generally, found satisfactory. Minor repairs effected.

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

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>efficient</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. <u>✓</u> (State if on Felt.) When fitted, Month <u>✓</u> Year <u>✓</u>
Caulking of Decks <u>✓</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	Boats <u>good</u>
Coamings <u>✓</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Beams & Fastenings <u>✓</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Condition, how ascertained <u>from deck</u> (State if wedges removed.)
Outside Plating <u>✓</u>	Steering gear and its connections <u>✓</u>	Cargo Hatchways <u>✓</u>	Equipment letter <u>✓</u>
" " in way of sidelights <u>✓</u>	Windlass <u>not opened out</u>	Hatches <u>✓</u>	Anchors, No. of <u>✓</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Cables (State if now ranged) <u>no</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	" length <u>stated</u> mean diamr. <u>✓</u> (on board.)
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>yes</u>	Treenails <u>✓</u>	" Rule length <u>correct</u> size <u>✓</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	Chain Locker <u>✓</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>✓</u>	Hawsers & Warps <u>efficient</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Standing and Running Rigging <u>efficient</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Sails <u>✓</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	
Have the Tanks been examined internally? <u>✓</u>		Salting <u>✓</u> (State if examined.)	
Have the Tanks been tested? <u>✓</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 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."

Eligible in my opinion to remain as classed and to have record of survey 4.42 subject to indented plate F3(S.S) & G.S.H. plating (P.S) being dealt with.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	19.
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19.

Committee's Minute

Character Assigned

FRI. 22 MAY 1942

John Douglas.

Surveyor to Lloyd's Register of Shipping.

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