

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th July 1940 When handed in at Local Office 10th July 1940 Port of Göteborg
 No. in Reg. Book. 41404 Survey held at Göteborg Date, First Survey 17th June 1940 Last Survey 5th July 1940
 (No. of Visits 12)

41404 on the Wood, Iron or Steel Single Screw 1/5 UNO
 TONNAGE:— Built at Slipkverren By whom N.V. Schipf v/h De Groot & Van Vliet When 1938 - 8.
 GROSS 377 Owners A. B. Bunker Jor Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK 323 Managers E. Th. Christiansson Port belonging to Göteborg
 NET 193

Surveyed Afloat or in Dry Dock? Both Name of Dock Lindholmen Destined Voyage Swedish way
 Cell/Dor/Dba feet; uE&B feet; f feet 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. 5034 Port Spain

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u>	<u>LHC 12, 39</u>
<u>Shm 1, 40.</u>	<u>NE 12, 39</u>
	<u>06 12, 39</u>
<u>Carrying Petroleum</u>	
<u>in Bulk</u>	<u>OIL ENGINE</u>

(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 Offered to Owners.

Not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR "Docking" Damage stated to have been caused by

- 1) striking quay-side at Göteborg the 20th January 1940.
 - 2) encountering ice on a voyage Göteborg-Malmö, January 1940.
 - 3) striking quay-side at Malmö the 29th January 1940.
 - 4) collision with other vessel at Malmö the 1st February 1940
- and for alterations.

Now done. The vessel brought on slip-way; the bottom, stem frame and under cleaned, examined and coated. (Rudder lifted). Windlass and steering gear examined as per Rule. (Steering gear opened up and examined)

P.T.O

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	8							Plase see report.
Removed and Faird or Repaired	19			3			1	
Faird or Repaired in place	25	93						

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	Good
Caulking of Decks	✓	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on felt.)	Good	Good
Coamings	✓	Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month	Good	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	✓	Year	Good	Good
Outside Plating	✓	Steering gear and its connections	✓	Cargo Hatchways	Good	Boats	Good	Good
" " in way of sidelights	✓	Windlass	✓	Hatches	✓	Masts, Yards, &c.	Good	Good
Frames	Good	Have pumps been examined and found efficient?	No	Planking	✓	Condition, how ascertained	Good	Good
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	(State if wedges removed)	Good	Good
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Equipment letter	Good	Good
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stems	✓	Anchors, No. of	2 B. 15	Good
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	Cables (State if now ranged)	No	Good
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	" length	✓	Good
Stringers	Good			" " at other places	✓	" (on board)	✓	Good
Inner Bottom Plating	✓			Stringers, Clamps & Shelves	✓	" Rule length	✓	Good
Have the Tanks been examined internally?	See report			Salting	✓	Chain Locker	✓	Good
Have the Tanks been tested?	See report			(State if examined.)	✓	Hawsers & Warps	✓	Good

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 is eligible in our opinion to remain as now classed in the Register Book with fresh record of survey 5th July 1940.

Survey Fee (per Section 29) (Alterations)	Kr. : 230,00	Fees applied for,	12th July 1940
Special Damage or Repair Fee (if any) (per Sec. 29)	Kr. 450,00	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute 18 OCT 1940

Character Assigned 100 A.1.



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Lloyd's Register Foundation

W132-0090(13)

Hull of the M/s UNO, No 41404 in the Register Book.

with 5^m hinged steel doors.

Engine casing (steel) extended 600^m higher above the boat deck.

Side lights (without dead-lights) fitted each side in the "poop" side plating.

Guard rail now fitted all way along the boat deck aft of the bulwark (except in way of boats).

2) Intermediate side frames.

Intermediate side frames, angle bars 100x65x8^m, fitted in the fore peak from top of floors to tank top and in the dry cargo hold forward from tank top to deck.

3) Stream line plates at stern.

Stream line plates (double plates, electr. welded) fitted at aft side of stern frame below and above the propeller boss also at forward end of the midder below and above the propeller (= midder area extended forward).

Note. New freeboards have now been computed and approved by the Swedish authorities. The new freeboard marks have been cut in on the vessel's sides.

T. Widén