

Date of writing Report 1/10 19 23 When handed in at Local Office 1/10 19 23 Port of Christiania  
No. in Survey held at Sandefjord Date, First Survey 26/7 Last Survey 21/9 19 23  
Reg. Book. 33382 on the ~~Wood, Iron or Steel~~ S/S " SIR JAMES CLARK ROSS" (No. of Visits 29) Master

TONNAGE:—		Built at	By whom	When	YEAR.	MONTH.
GROSS	7630	Belfast	Harland & Wolff, Ltd.	1905	8	
UNDER DEK.	7318	Owners Hvalfanger A/S MossHAVET (J. Rasmussen & M. Konow).	Port belonging to	Sandefjord.		
NET	4921	Owners' Address Sandefjord.				

(if not already recorded in Appendix to Register Book).

Surveyed ~~Afloat on~~ ~~XXXXXX~~ ~~Yes~~. Name of Dock ~~Fr~~ ~~-----~~ ~~Val~~, Destined Voyage Ross Sea

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.* 85190 *Port* Liv

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

<p>CHARACTER.</p> <p>☑ for Special Survey. Date of last Survey and of Periodical Surveys.</p>	<p>Years Assigned expired.</p>	<p>Machinery and Beller Survey (including date of M.B. if any).</p>
<p>+100 A1</p> <p>8, 21</p> <p>ssBkm. No. 3-6, 18</p> <p>Fitted for oil fuel 6.18</p>		<p>+LMC</p> <p>MS7, 22</p> <p>BS9, 22</p> <p>T 4.23 CL</p>

(Periodical Surveys, when held, must be reported in detail and serialim 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. M 264. M 19/5

**E 24/5, H 23/7, M 31/8, M 10/9-1923**  
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 Completion of S.S.No.1 and converting into whale oil factory

This vessel examined afloat.

The holds, peaks, tween decks cleaned and examined.

The shell plating examined in way of sidelights.

The double bottom tanks in engine and boiler space opened, cleaned and examined internally and nos. 1, 2 & 5 tanks and the tank in the boiler space <sup>and after peak</sup> tested as per Rule and found tight.

All decks carefully examined.

The masts and rigging examined and mast wedges removed.

The hatch coamings examined and wood hatches seen in position.

The windlass, steering gear and its connections, air and sounding pipes, pumps, ventilators and general equipment examined.

SUMMARY OF DAMAGE REPAIRS :—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed ... ..	/	/	/	/	/	/	/	/
Removed and Faird or Repaired ... ..								
Faird or Renaired in place ... ..								

PRESENT CONDITION OF THE

cks	good	State if Tanks have been examined inside	yes as report	Dbleg. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels.	
talking of Decks	Y-	State if Tanks now tested	yes as report	Engine Room Skylights	Y-	(State if on Felt.)	
aterways	-	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	Y-	When put on, Month	Year
amings	good	Ceiling	r	Scuppers	Y-	Boats	good
ams & Fastenings	Y-	Cement or Asphalt	good	Cargo Hatchways	Y-	Masts, Yards, &c.	good
tside Plating	seen above l.w. line good	(State which.)	#	Hatches	Y-	Condition, how ascertained	by exam
lking of ditto	Y-	Rudder	good	Planking		(State if wedges removed)	yes
ets	Y-	Steering gear and its connections	Y-	of Wood Vessels		Sails	r
asthooks & Crutches	Y-	Windlass	Y-	Caulking	ditto	Equipment letter	C+
nsoms	Y-	Have Pumps now been examined and found effi-		Treemalls	ditto	Ancors, No. of	r
mes	Y-	cient?	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	r
erse Frames	Y-	Have Sluice Valves now been examined and found		Transoms, Pointers, & Crutches ditto		" length	r ditto
ors	good	efficient?	r	Timbers of Frame at openings ditto		(on board)	
leons	Y-	Have Watertight Doors now been examined and found		Ditto ditto at other places ditto		" Rule length	r ditto
ingers	Y-	efficient?	yes	Stringers, Clamps & Shells	ditto	Hawser & Warps	good
er Bottom Plating	Y-	Have Ventilators and their Coamings been examined		Salting	ditto	Standing & Tanning Rigging	Y-
		and found efficient?	Yes	(State if examined.)			

*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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptSD15, &c."

This vessel is in good condition eligible in our opinion to remain as now classed in the Register Book with fresh record of survey 9, 23 and the notation of Xia S S No.1-23 and notation of "Carrying whale oil in bulk".

by Fee (Per Section 20)	£	Kr. 350.-	:	Fees applied for,
Pair fee (Frammas)	"	1400.-	:	140 19 23
Travelling exp. ("")	"	450.-	:	Received by me,
Travelling Expenses (if chargeable)	"	225.-	:	19
Second Surveyor's Fee (if any)	"	75.-	:	
Electric installation	"	143.-	:	

Committee's Minute

ERI. 12 OCT. 1923

Surveyor to Lloyd's Register of Shipping.

FRI. 12 OCT. 1923

See Minute  
on Bry N. 18950

Lloyd's Register  
Foundation



Repairs now done due to wear and tear:-

1 tanktop plate in way of boiler space repaired by a patch.

The forecastle has been extended 5 frame spaces. Engine and boiler tank scaled and cementwashed. Forepeak scaled and partly painted.

The ship's sides above light waterline from stem to abreast the foremast have been sheathed by 3" oak planks fitted vertically <sup>top</sup> and bottom placed in Z bars, which are riveted to the shell plating.

The vessel has now been converted into a whale oil factory.

The steel material used in the construction of the tanks have been manufactured at approved works and tested by the Society's Surveyors as per Rule and the workmanship is of the best description.

14 pressboilers( as per approved plan) have been fitted on the after deck and 2 do.  
on the fore deck

ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

These press boilers have been securely fastened to the deck and deckbeams and erections in way of same.

8 trimming hatches (2 in forewell and 6 in after well) have been fitted in main deck, tested by water from a hose and found in order.

pt. 9a.

port of Christiana

Continuation of Report No. 2609 dated 1st October 1925 on the

S/S "SIR JAMES CLARK ROSS".

during the fishing, as they otherwise would become damaged during the actual working of the whales on board.

The arrangement of masts, accomodation etc. has been carried out as per attached plan.

A minor part of the arrangement on deck for the whale oil factory was not quite completed before she left Sandefjord, but as these were of no importance for the class and the owners stated that they should complete same on the voyage, we found it unnecessary to give information regarding survey hereof in U.K.

The testing of the tanks has been partly held by Mr. Holden