

7 MAY 1930

No. 8234

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5th May 1930 When handed in at Local Office 5/5 1930 Port of Copenhagen
No. in Survey held at København Date, First Survey 24th February Last Survey 29th April 1930
Reg. Book. 35393 on the Wooden or Steel Sc. Sr. "SVAVA" (No. of Visits 8)

TONNAGE: Built at Copenhagen By whom Københavns Hyd. & Skib. When 1904 — 2
GROSS 1190 Owners Det Forenede Dampskibs Selsk. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DEK. 1017 Managers (if not already recorded in Appendix to Register Book).
NET 697 Port belonging to Clsinore.

Surveyed Afloat and in Dry Dock? Both Name of Dock Københavns Værft & Reparatør A/S. Destined Voyage (if not already recorded in Appendix to Register Book).
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. 16175 Port Ant

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.

On 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 Yes, but not

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft 1 1/2 ins.

required.

Was a damage report made by anyone else? If so, by whom? Underwriters Repres.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Second Special Survey No 3, Alterations and
Damage stated to have been sustained by.

collision with quay in the Manchester Canal on the 9th June 1928 and at
Yerneuzen on the 15th January 1929.

Grounding at Yerneuzen on the 15th January 1929. and at Skausedden on the 27th Jan. 1929.
Encountering ice on the voyage from Helsingør to Antwerp on the 29/30th January 1929.

collision with quay at Yerneuzen on the 7th February 1929.

" " tugboat at Antwerp on the 27th April 1929.

Damage (cause and date unknown).

Now done:-

2nd S.S. No 3.

Vessel placed in dry dock bottom and rudder cleaned examined.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	43							<u>Stem</u>
Removed and Fair'd or Repaired	16							<u>Stringer angle</u>
Fair'd or Repaired in place	16							<u>and as report.</u>

PRESENT CONDITION OF THE	Good	State if Tanks have been examined inside	Yes	Dbing. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels
Plating of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Feet)
Stowings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month
Stems & Fastenings	"	Ceiling	"	Scuppers	"	Boats
Side Plating	"	Cement or Asphalt (State which.)	"	Cargo Hatchways	"	Masts, Yards, &c.
Stowhooks	"	Rudder	"	Hatches	"	Condition, how ascertained
Stowage	"	Steering gear and its connections	"	Planing of Wood Vessels	"	(State if wedges removed)
Stowage	"	Windlass	"	Caulking	ditto	Sails
Stowage	"	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Equipment letter
Stowage	"	Have Sluice Valves now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Anchors, No. of
Stowage	"	Have Watertight Doors now been examined and found efficient?	Yes	Transoms, Pointers, & Grutches	ditto	Cables (State if now ranged)
Stowage	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	" length
Stowage	"			Ditto ditto at other places	ditto	" Rule length
Stowage	"			Stringers, Clamps, & Shelves	ditto	Hawser & Warps
Stowage	"			Salting (State if examined.)	ditto	Standing and Running Rigging

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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and pND24, &c."

This vessel is now in good and efficient condition and eligible in my
opinion to remain as classed and to have record of survey bpm. 4-30, and the
notation of S.S. bpm. 2nd No 3. 4-30. The vessel's name can now be deleted from
the Special seasons list.

Survey Fee (per Section 20) kr. 475.00
Special Damage or Repair Fee (if any) kr. 325.00
(per Sec. 20) kr. 209.30
Travelling Expenses (if chargeable) kr. 30.00
RIGGERS FEE. kr. 15.00

Fees applied for 5.5/1930
Received by me 16.6/1930

Surveyor to Lloyd's Register of Shipping.

Committee's Minute/

Character Assigned

100A1 without spl. condn.

S.S. 2nd No 3-4.30

CERTIFICATE WRITTEN.



Lloyd's Register
Foundation

W263-0019 C113

8 B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

and recoated. All holds, peaks, poop, Bridge and fore-castle spaces, coal bunkers, and machinery spaces cleared; all ceiling removed from tank tops in holds and bunkers, timber boards removed throughout; cargo battens also removed. All steel work exposed cleaned and coated. Shell plating drilled for thickness. Plating in way of sidelights examined. All double bottom and peak tanks tested to rule requirements and subsequently examined internally. Chain cables ranged and examined, chain locker examined + cables replaced. Decks, anchors, masts, spars, rigging, general equipment, hatchways and supports, wood covers etc. ventilator coamings and covers, E. + B. casings and deckhouses examined and found or placed in good condition. The steering engine and connections, steering gear rods, chains etc., windlass, W.T. door, hand pump, air and sounding pipes and doubling plates under sounding pipes examined and found or placed in good condition. Treeboard verified.

The following wear and tear repairs were effected.

Shell plates. E. 4 and 5 (S.S.) renewed.

F. 14 (port side) renewed.

Fore-castle deck. Stringer plates and angles renewed.

Wood deck renewed.

Inward plate on fore peak tank top doubled + stringer angle in way renewed.

Forward well. 17 deck plates renewed.

Nº 1 and 2 hatch coamings (port side) part doubled.

" " " " angles part renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors. #	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
34207	15½	1¾	43¾	61¾	20.3.21		15	1¾	Stud link	Not stated	21.3.30 Cardiff L.L. Wright.
Iron Stream Chain or Steel Wire...											

Fore mast. 5 plates and 1 doubling plate renewed.

Fore-castle wing house (port side). Forward bulkhead part renewed.

2 vertical stiffeners in way renewed.

Bridge deck. 6 stringer plates renewed.

10 deck plates renewed.

Saloon house completely renewed and lengthened.

Wood deck in way of same renewed.

Upper deck under bridge. 2 deck plates at aft end renewed.

2 Fresh water tanks renewed.

Rpt. 9a.

Port of Copenhagen

Continuation of Report No. 8234, dated 5th May on the

S. S. "SVAVA"

Basins top. 1 plate each side skylight renewed.

Skylight foundations angle renewed.

plate at fore end skylight cropped and part renewed.

After well. 11 deck plates renewed.

Nº 3 + 4 hatch coamings (port side) part doubled.

Deck guides between Nº 3 + 4 hatches renewed.

Main mast. 2 plates at heel renewed.

1 doubling plate at deck renewed.

Foundation plate on tunnel top renewed.

Upper deck under poop. 4 plates renewed.

Poop. 2 deck plates renewed.

4 Bargo Uriches renewed.

Keel derrick in way of Nº 2 hatch renewed.

Rudder lifted examined, 5 bushes renewed.

All holds and tanks scaled and coated where necessary.

2 plates on collision bulkhead renewed.

Beilung part renewed.

All air + sounding pipes overhauled and renewed where necessary.

Steering gear chains overhauled and annealed.

Rust drawn rivets in hatch coamings renewed.

Hatch webs + mounting angles overhauled and made good.

The following damage repairs were effected.

1 Shell plates (S.S.) I. 2; K. 3 renewed (2)

L. 2, 3 fairied in place (2)

Stringer angle and half round moulding removed fairied + replaced.

Stringer plate fairied in place.

2 Shell plates (S.S.) B. 8 removed fairied and replaced (1)

C. 8 fairied in place (1)

" " (port side) B. 3, 4, 5, 6 removed fairied and replaced. (4)

Leaky seams and butts of bottom plating overhauled + made good.

A number of bottom shell rivets renewed.

3 Shell plates (S.S.) C. 2; E. 8; F. 3; G. 3, 8; H. 10, 11, 12, 13 renewed (9)

F. 2, 9; G. 2, 11 removed fairied and replaced (4)

E. 7; F. 4; G. 9; H. 2, 7 fairied in place (5)

" " (port side) C. 2; E. 4, 9, 11; F. 4, 12, 13, 14; G. 3, 4, 10, 12; H. 3, 12 renewed. (14)

E. 5; F. 2; G. 2; H. 2 removed fairied and replaced (4)

E. 2, 3, 6, 10; F. 3, 10 fairied in place (6)

A number of side shell rivets renewed and leaky seams + butts overhauled and made good.

4 Stem renewed.

Keel plate Nº 1 removed fairied and replaced (1)

Shell plates (port side) A. 1; B. 1; C. 1; E. 1; F. 1; G. 1; H. 1 renewed (7)

" " (starboard side) A. 1; B. 1; C. 1; E. 1; F. 1; G. 1; H. 1 renewed (7)

2 house pipe deck plates renewed.

S. S. "SVAVA"

- 4 (Contd). Forecastle deck recaulked.
Fore peak tank satisfactorily tested on completion of repairs.
- 5 Shell plates (S.S.). I. 8 removed faired and replaced (1)
I. 7; H. 14 faired in place. (2)
- 6 " " (port side). I. 3; K. 3; L. 2, 7 renewed. (4)
I. 13 removed faired and replaced. (1)

Alterations:- Pillars removed from hatch coaming sides and the following members reinforced in lieu of same.

Hatch coaming sides stiffened by $165 \times 75 \times 8$ mm Bulb angle with 2 bulb plate stays 180×10 mm.

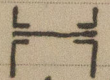
Hatch coaming fitted with angle $225 \times 90 \times 10$ mm on coaming sides.

Hatch end beams reinforced by angle $180 \times 90 \times 12$ mm and side plate 8×50 . extending from inner edge of frame to pillar at centre line.

One tripping bracket fitted between hatch side + ship's side.

Side frame in way of hatch end fitted with reversed bar $3 \times 3 \times 38$ and extending from upper stringer to deck.

Hatch end pillar at centre line 11×12 mm plate and 4 angles -

2 angles $4 \times 3 \times 12$ mm and 2 - $5 \frac{1}{2} \times 3 \times 12$ mm.  and efficiently bracketed to hatch end and deck guides.

Diamond plate fitted under beams at hatch corners.

And as per approved plan, a copy of which is in the London Office.

Shell drilling and riggers report attached herewith.

J.R.M.