

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29/9 to 43 when handed in at Local Office Oslo Port of Oslo

No. in Reg. Book 35300 Survey held at Oslo Date, First Survey 279 Last Survey 9 1943

on the ~~Wood Iron or Steel~~ twin screw motor vessel "TOPEKA"
TONNAGE - Built at Kiel By whom Deutsche Werke A.G. When 1925 3
GROSS 4991 Owners Wilh. Wilhelm en. Owners' Address Oslo
UNDER DK. 4509 Managers Tönsberg Port belonging to Tönsberg
NET 3030

Surveyed at Oslo in dry dock fl. dock. Name of Dock Nylands Verksted Destined Voyage

WB=Cell DBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER	Year Assigned	Year now assigned	Machinery and Boiler Surveys (including date of N.B. in any)
* For Special Survey Date of last Survey and of Periodical Surveys.			
+100 A1			CL 2,43
with freeboard			DBS 7,42
3,43			+LMC CS 6,37
ssOsl. No. 3-5.37			1.37
ssOsl. 2nd No. 1-42			
Fitted for carrying oil			3.25
F.P. above 150° F in deep tank.			

Last Report, No. 5754 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

Society's Freeboard (if assigned) as painted on ship and now verified

Was a damage report made by anyone else? If so, by whom? Underwriter's Repr.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

This vessel was alleged to have sustained damage due to

- grounding in Oslo harbour, April 1943
- collision with s.s "STAHECK" at Kristiansand.

The vessel was placed in floating dock, the bottom was cleaned and examined together with stem stern frame, rudder and fastenings.

The following repairs were effected:-

- Keel plate no.2 removed, faired and refitted. Keel plate no.4 faired in place.

Port side:- A strake no. 2 removed, faired and refitted.
B " " 1 removed, faired and refitted.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates	Frames	Bo Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items :-
Renewed	2							
Removed and Faired or Repaired	13	2	58	58				
Faired or Repaired in place	7							

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels (State if on Feil.)	
Decks	<u>Good</u>	State if Tanks now tested	<u>Partly see Rpt.</u>	Dbing. Plates under Sounding Pipes	<u>Good</u>	When put on, Month	Year
Caulking of Decks	<u>Good</u>	Bulkheads	<u>Good</u>	Engine Room Skylights	<u>Good</u>	Boats	
Coamings	<u>Good</u>	Ceiling	<u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	<u>Good</u>	Masts, Yards, &c.	
Beams & Fastenings	<u>Good</u>	Cement or Asphalt (State which.)	<u>Good</u>	Oil Bunkers	<u>Good</u>	Condition, how ascertained	
Outside Plating	<u>Good</u>	Rudder	<u>Good</u>	Scuppers	<u>Good</u>	(state if wedges removed)	
in way of sidelights	<u>Good</u>	Steering gear and its connections	<u>Good</u>	Cargo Hatchways	<u>Good</u>	Sails	
Breasthooks	<u>Good</u>	Windlass	<u>Good</u>	Hatches	<u>Good</u>	Equipment letter	
Transoms	<u>Good</u>	Have pumps now been examined and found efficient?	<u>Good</u>	Planking of Wood Vessels	<u>Good</u>	anchors, No. of	
Frames	<u>Good</u>	Have Sluice Valves now been examined and found efficient?	<u>Good</u>	Caulking ditto	<u>Good</u>	Chain Locker	
Reverse Frames	<u>Good</u>	Have Watertight Doors now been examined and found efficient?	<u>Good</u>	Treenails ditto	<u>Good</u>	Cables (State if now ranged)	
Longitudinals	<u>Good</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Good</u>	Breasthooks & Stenson ditto	<u>Good</u>	length (on board) mean diam.	
Transverses	<u>Good</u>			Transoms Pointers, & Crutches ditto	<u>Good</u>	Rule length size	
Floors	<u>Good</u>			Timbers of Frame at openings ditto	<u>Good</u>	Hawser & Warps	
Keelsons	<u>Good</u>			Ditto Ditto at other places ditto	<u>Good</u>	Standing and Running Rigging	
Stringers	<u>Good</u>			Stringers, Clamps & Shells ditto	<u>Good</u>		
Inner Bottom Plating	<u>Good</u>			Salting ditto	<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.

It is recommended that this vessel be maintained in her present class with fresh record of survey 9.43.

Survey Fee (per Section 29) £
 Special Damage or Repair Fee (if any) (per Sec. 29) Kr. 950.-
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 War Freeboard Committee's Minute
 Character Assigned

Fees applied for, 13/9 43
 Received by me, 19

Greenway

Runde

Surveyor to Lloyd's Register of Shipping.

138
WED. 10 OCT 1945

No action



Lloyd's Register Foundation

