

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23rd Aug 39 When handed in at Local Office 23rd Aug 39 Port of Gothenburg
 No. in Reg. Book. 34355 Survey held at Gothenburg Date, First Survey 11th Aug 2 Last Survey 15th Aug 1939
34355 on the Wood, Iron or Steel 1/2 SUMATRA. (No. of Visits)

TONNAGE:— Built at Hull By whom Earle's Co Ltd When 1914 YEAR MONTH 9
 GROSS 5412 Owners B. Svenska Ostasiatiska Komp. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DEK. 4964 Managers G. Borin Port belonging to Gothenburg
 NET 3266

Surveyed Afloat or in Dry Dock? Both Name of Dock Criksberg Destined Voyage —
 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.

Last Report, No. 12272 Port Got

(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? Underwriters Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and Damage the cause of which was not stated.

Now done:
Vessel placed on floating dock, the bottom, sternframe and rudder cleaned, examined and coated. Windlass and steering arrangements examined as far as practicable.
One plate in bilge stake on port side in no 5 hold, 2nd frame space from forward, found corroded and thin on inside. Following temporary repairs carried out: A cement box fitted in way of the corrosion. The owners proposal to have permanent repairs carried out at the vessels next docking merits in my opinion the approval of the Committee.
 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								
Removed and Faired or Repaired								
Faired or Repaired in place								<u>1st bilge keel.</u>

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>No</u>	<u>Good</u>	(State if on Felt.)
Caulking of Decks <u>"</u>	<u>No</u>	<u>Good</u>	When put on, Month <u>—</u> Year <u>—</u>
Coamings <u>"</u>	<u>Good in space eid</u>	<u>Good</u>	Boats <u>—</u>
Beams & Fastenings <u>"</u>	<u>" " " "</u>	<u>Good</u>	Masts, Yards, &c. <u>—</u>
Outside Plating <u>"</u>	<u>" " " "</u>	<u>Good</u>	Condition, how ascertained <u>—</u>
" " in way of sidelights <u>✓</u>	<u>" " " "</u>	<u>Good</u>	(State if wedges removed) <u>—</u>
Breasthooks <u>✓</u>	<u>" " " "</u>	<u>Good</u>	Sails <u>—</u>
Transoms <u>✓</u>	<u>" " " "</u>	<u>Good</u>	Equipment letter <u>at</u>
Frames <u>Good in space eid</u>	<u>" " " "</u>	<u>Good</u>	Anchors, No. of <u>38, 15</u>
Reverse Frames <u>✓</u>	<u>" " " "</u>	<u>Good</u>	Chain Locker <u>—</u>
Longitudinals <u>✓</u>	<u>" " " "</u>	<u>Good</u>	Cables (State if now ranged) <u>No</u>
Transverses <u>✓</u>	<u>" " " "</u>	<u>Good</u>	" length <u>—</u> mean diamr. <u>—</u>
Floors <u>✓</u>	<u>" " " "</u>	<u>Good</u>	" Rule length <u>270 fms</u> size <u>2 7/16</u>
Keelsons <u>✓</u>	<u>" " " "</u>	<u>Good</u>	Hawser & Warps <u>—</u>
Stringers <u>✓</u>	<u>" " " "</u>	<u>Good</u>	Standing and Running Rigging <u>—</u>
Inner Bottom Plating <u>✓</u>	<u>" " " "</u>	<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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24."

This vessel is eligible in my opinion to remain as now classed in the Register Book with fresh record of Survey Got. 8.39. subject to permanent repairs being carried out to shellplating in way of bilge stake, port side in no 5 hold, 2nd frame space from forward next docking.

Survey Fee (per Section 29) £
 Special Damage or Repair Fee (if any) 40 00
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fees applied for, 23rd Aug 39
 Received by me, 19

J. Agelin

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W448 0090

L. Axelius

ANCHORS.

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

CHAIN CABLES.

Iron Stream Chain
or Steel Wire....

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.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.