

REPORT of SURVEY for REPAIRS, &c.

Date of Issuing Report 23/5 1925 When handed in at Local Office 23/5 1925 Port of Oslo

No. in Survey held at Oslo and Sandefjord Date, First Survey 18/10/1924 Last Survey 12/5 1925
Reg. Book. on the Wood Iron or Steel M/S "GROSHOLM" (No. of Visits 19)Skin 71182 Master
Sail 5195 BONNAGE

Built at Rødby Havn By whom Akt. Rødby Havn Jernskibs Varft When 1920 7

GROSS 1734 Owners SkibsA/S Grimstad Port belonging to Oslo

UNDER DEK 13500,17 Owners' Address Oslo Managers W.B. Markusen

NET 1285 (if not already recorded in Appendix to Register Book)
Surveyed Afloat or in Dry Dock? Fl. dock. Name of Dock Framnæs mek. Verk. Destined Voyage Barry Dock.WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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 inside tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 35133 Port Hull

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the amount 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 30/6-23
20/3, 13/12, 15/12, 21/12, E9/12-1924, E26/2, E 19/3 M 15/5-1925

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined 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 Per Bjørn-Rølli

RS, OR EXAMINATION AS PER RULE. FOR S.S.No.1 in connection with conversion into a fully powered motor vessel.

This vessel placed in floating dock and the bottom and rudder, keel, stem, shaft brackets examined.

Holds, peaks and machinery space cleaned, ceiling lifted as per Rule and the holds, peaks machinery space examined. All decks examined.

The double bottom tanks, deeptank, fore and after peak tank opened and examined and tested with head of water as per Rule for oil tanks and found in order.

Examined hatchways with covers, tarpaulins, means of securing same, ventilators, casing etc.

Examined windlass, steering gear with its connections, air and sounding pipes, pump, water-tight doors, general equipment etc. Bottom painted.

STATE OF DAMAGE REPAIRS:	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:
Renewed	/	/	/	/	/	/	/	See report.
Removed and Faired or Repaired	/	/	/	/	/	/	/	
Repaired or Repaired in place	/	/	/	/	/	/	/	

CONDITION OF THE

of Decks	good	State if Tanks have been examined inside	yes	Dbing. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	State if on Felt.	Year
of Bulkheads	good	State if Tanks now tested	yes	Engine Room Skylights	good	Boats	When put on, Month	
of Ceiling	good	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	good	Masts, Yards, &c.	Condition, how ascertained	renewed
Fastenings	good	Cement or Asphalt	yes	Scuppers	good	Condition, how ascertained	(State if wedges removed)	
Plating	good	Rudder	yes	Cargo Hatchways	good	Sails	Equipment letter	t
of ditto	good	Steering gear and its connections	good	Hatches	good	Equipment letter	of	38.15.14
of ditto	good	Windlass	good	Planking of Wood Vessels	good	Cables (State if now ranged)	length	size
of ditto	good	Have Pumps now been examined and found efficient?	yes	Caulking	ditto	length	Rule length	size
of ditto	good	Have Sluice Valves now been examined and found efficient?	yes	Treenails	ditto	length	Rule length	size
of ditto	good	Have Watertight Doors now been examined and found efficient?	yes	Breasthooks & Stemson	ditto	length	Rule length	size
of ditto	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms, Pointers, & Crutches ditto	ditto	length	Rule length	size
of ditto	good	Have Watertight Doors now been examined and found efficient?	yes	Timbers of Frame at openings ditto	ditto	length	Rule length	size
of ditto	good	Have Watertight Doors now been examined and found efficient?	yes	Ditto ditto at other places ditto	ditto	length	Rule length	size
of ditto	good	Have Watertight Doors now been examined and found efficient?	yes	Stringers, Clamps & Shells ditto	ditto	length	Rule length	size
of ditto	good	Have Watertight Doors now been examined and found efficient?	yes	Salting	ditto	length	Rule length	size
of ditto	good	Have Watertight Doors now been examined and found efficient?	yes	Salting	ditto	length	Rule length	size

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 ptND15, &c."

This vessel is in very good condition, eligible in our opinion to remain as now classed in the Register Book with fresh record of survey 5,25, and notation of S.S.Os1.1.25 and notation of using oil fuel F.P. above 150° in D.T., bottom tanks and peak tanks.

(per Section 29) Kr. 350.- Fees applied for. 23/5 1925
For Conversion " 250.-
Damage or Repair Fee (if any) " 90.-)+
Expenses (if chargeable) £ 615.-
Surveyor's Fee (if any) £

This amount was paid on the 10th March last.

Committee's Minute

TUES. 9 JUN 1925

Agent Assigned

Write Out

100A1

without Spl. Cond.

S.S. No. 1-25

+ Lmb. 5.25

+ N.E. 5.25

Oil. Oil. Oil.

S.S. 5.25-100A1

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

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

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The original masts removed, and new masts fitted as shewn on the plan. The new masts are 35'-11" long, and 17 $\frac{3}{4}$ " dia. thickness of plates .34. Pillars fitted under the new masts. The workmanship of the masts found good.

New deckhouse fitted on bridge deck as per plan.

The engine seating renewed, see plan approved on the 9th December 1924. The shaft brackets renewed. The steering gear with its connections renewed, tried under working condition and found in order. The shaft brackets of cast steel made by Strømmens Verksted A/S and tested as per

Rule, see enclosed test certificate. The rudder quadrant renewed.

Electric light fitted as per attached report.

Deeptank in fore and after holds see secretary letter of 20th March 1924 and plan approved on the same date have not been built in.

Referring to the Secretary letter of the 17th November 1924 respecting extract from Hull report no. 35133 dated 14.4.24. the repairs mentioned have not been effected as the rigging etc, now altered.

It is stated that this vessel has sustained damage by groundings at Charlottetown

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 Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	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.

[illegible]

the 19th August 1924.

Damage as per attached copy of damage report.

Repairs done due to damage:-

Keel plate no.2 on the p.s. renewed.

The adjacent plate in B strake faired in place. The collision bulkhead in forepeak partly cut out. Forepeak bulkhead in forepeak partly cut out and after repair renewed. Ceiling

fore hold partly removed for access and replaced.

Bottom cleaned.