

REPORT of SURVEY for REPAIRS, &c.

of writing Report 2nd July 1928. When handed in at Local Office 2nd July 1928 Port of Gothenburg

Survey held at Gothenburg Date, First Survey 4th June Last Survey 27th June 1928 (No. of Visits 13)

on the Wood, Iron or Steel *LYGNERN*

TONNAGE:— Built at *Swanbarton* By whom *S. Mc. Millan & Son, Ltd* When 1920 - 3

GROSS 4896 Owners *Rederi S. B. Transatlantici* Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 4379 Managers *G. Carlsson* Port belonging to *Gothenburg*

NET 2874 Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Eriksberg* Destined Voyage

CB=Cell DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 331 Port *Isna*.
Periodical Surveys, when held, must be reported in detail and seriatim 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.

| CHARACTER, Date of last Survey and of Periodical Surveys. | Year Assigned or now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|-------------------------------|---|
| <i>100 A 1</i> | | <i>LMC 4.25</i> |
| <i>SHELTER DK WITH FREEBOARD</i> | | <i>B.S. 2.28</i> |
| <i>10.23</i> | | |
| <i>S.S. Got. No 2-25</i> | | <i>(TS) CL 11.26</i> |
| | | <i>FITTED FOR OIL FUEL 7.11</i> |
| | | <i>P.P. ABOVE 160° F.</i> |
| | | <i>Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft. 3 ins.</i> |

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 required*

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No. 2, and damage stated sustained by collision with quay at Galveston on the 28th April 1928.*

Heavy weather on voyages Reval-Hango in Feb'y 1928, and Christiansund-Baltimore in March 1928.

Special survey: now done:— Vessel placed on pontoon, bottom and rudder cleaned examined and recoated. Holds, peaks, tween decks and machinery space cleared. Beilung removed from tank tops in holds and bunkers as per Rule. Steel work generally exposed (including plating under sidelights). All oxidation removed and steel work examined. All double bottom tanks and peak tanks tested by water pressure, and subsequently examined internally. Chain cables ranged and examined, chain locker examined and cables replaced. Decks, masts (no wedges), anchors, rigging, and the general equipment examined

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|---------------------------------------|---------------|----------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | | | | | | | | <i>Rivets</i> |
| Removed and Faired or Repaired | <i>14</i> | | | | | | | |
| Faired or Repaired in place | <i>16</i> | <i>2</i> | | | | | | |

| PRESENT CONDITION OF THE | Good | State if Tanks have been examined inside | Yes | Dblng. Plates under Sounding Pipes | Good | Copper, or L.M. of Wood Vessels |
|--------------------------|-------------|--|-------------|------------------------------------|------|---|
| Decks | <i>Good</i> | <i>Yes</i> | <i>Yes</i> | | | <i>(State if on Test)</i> |
| Caulking of Decks | <i>Good</i> | <i>Yes</i> | <i>Yes</i> | | | When put on, Month Year |
| Coamings | <i>Good</i> | | <i>Good</i> | | | Boats <i>Good</i> |
| Beams & Fastenings | <i>Good</i> | | <i>Good</i> | | | Masts, Yards, &c. |
| Outside Plating | <i>Good</i> | | <i>Good</i> | | | Condition, how ascertained <i>Altho</i> |
| Breasthooks | <i>Good</i> | | <i>Good</i> | | | (State if wedges removed) <i>Unfitted</i> |
| Transoms | <i>Good</i> | | <i>Good</i> | | | Sails |
| Frames | <i>Good</i> | | <i>Good</i> | | | Equipment letter <i>"X"</i> |
| Reverse Frames | <i>Good</i> | | <i>Good</i> | | | Anchors, No. of <i>3-1-1</i> |
| Longitudinals | <i>Good</i> | | <i>Good</i> | | | Cables (State if now ranged) <i>Yes</i> |
| Transverses | <i>Good</i> | | <i>Good</i> | | | " length <i>270 fms</i> size <i>2 1/2"</i> |
| Floors | <i>Good</i> | | <i>Good</i> | | | " (on board) <i>270 fms</i> size <i>2 1/2"</i> |
| Keelsons | <i>Good</i> | | <i>Good</i> | | | " Rule length <i>270 fms</i> size <i>2 1/2"</i> |
| Stringers | <i>Good</i> | | <i>Good</i> | | | Hawser & Warps <i>Efficient</i> |
| Inner Bottom Plating | <i>Good</i> | | <i>Good</i> | | | 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, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of Survey GOT. 6.28, and to have the notation of S.S. Got. No 2-28, the vessel's name to be removed from the special seasons list.

| | |
|---|-------------------------------|
| Survey Fee (per Section 29) <i>Kr. 415.00</i> | Fees applied for, 19 |
| Special Damage or Repair Fee (if any) <i>Kr. 320.00</i> | Received by me, <i>E.C.C.</i> |
| Travelling Expenses (if chargeable) <i>Kr. 3.00</i> | <i>1928 20/8/28</i> |
| Second Surveyor's Fee (if any) <i>£</i> | |

Committee's Minute
Character Assigned *100 A 1 Shelter Dk. w. Fhd*
S.S. No. 2-28
Fitted for Oil Fuel

TUES. 24 JUL 1928
TUE. 9 OCT 1928
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W650-0109

S.S. No 2 date 4.28. Survey held on
Engines. Minor repairs effected.

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.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. M.S. 6.28

Yhm
6.7.28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2019
Lloyd's Register
Foundation