

REPORT of SURVEY for REPAIRS, &c.

of writing Report 2nd June 1928 When handed in at Local Office2nd June 1928

Port of Gothenburg

o. in
Book.

Survey held at Gothenburg

Date, First Survey 4th JuneLast Survey 27th June 1928

(No. of Visits 13)

on the Wood, Iron or Steel *LYCERN*

TONNAGE:-

Built at *Göteborg*By whom *S. M. 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

Manager *G. Carlsson*Port belonging to *Gothenburg*

NET 2874

a float.

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Eriksberg*

Destined Voyage

V.B. = Cell D B o r D B a

feet; u E & 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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 331

Port *India*

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

+ 100 A 1

SHELTER ON WITH

FREEBOARD

10.23

S.S. Got. N° 2-25

(TS) CL 11.26

Fitted for Oil Fuel 7.11

P.P. ABOVE 100° F.

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

3 ft. 3 ins.

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

Underwriters Repres.

required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N° 2, and damage stated sustained by

collision with quay at Galveston on the 28th April 1928.

Heavy weather on voyages Reval - Hango in Feb 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. Belting 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

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Fair or Repaired

Fair or Repaired in place

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt (State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treennails ditto

Breasthooks & Stanchion ditto

Transoms, Pointers, & Brackets ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting ditto (State if examined.)

Copper, or L.M. of Wood Vessels (State if on Port)

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed) Unfitted

Sails

Equipment letter "X"

Anchors, No. of 3-1-1

Cables (State if now ranged) Yes

length 270 fms size 2 1/2"

Rule length 270 fms size 2 1/2"

Hawser & Warps Efficient

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. N° 2-28, The vessel's name to be removed from

the special seasons list.

Survey Fee (per Section 29) Kr. 415.00

Special Damage or Repair Fee (if any) Kr. 320.00

Travelling Expenses (if chargeable) Kr. 3.00

Second Surveyor's Fee (if any) £

Fees applied for, 19

Received by me, 1928/20/8/28

TUES. 24 JUL 1928

TUE. 8 OCT 1928

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W650-0109

100 A 1 Shelter St. w. Ltd

S.S. No. 2-28

Fitted for Oil Fuel

L.M.C. - m.s. 6.38

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. 17.5. 6.28

L.M.
6.7.28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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