

COPY.

# Lloyd's Register of Shipping.

Port Copenhagen

24th November 1931.

This is to Certify that

S. Sandersen

the undersigned Surveyor to this Society did at the request of the owners of the Steel Sc. "P E T S A M O" of Hango, 4612 tons gross, on the 30th October 1931, and subsequent dates, survey the vessel while placed in dry dock at Messrs. Burmeister & Wain, Copenhagen, for the purpose of ascertaining the nature and extent of damage, stated to have been sustained through grounding on Eversgrund at Hunafløi, Iceland, on the 25th July 1931.

For further particulars please see log book.

On examination the undersigned

Found:-

Keelplate No. 17 badly indented.

Keelplates Nos. 16 & 18  
indented.

4 double butt-straps indented.

2 lengths of keel bars  
indented.

Port Side:-

Shell plates:-

Recommended:-

To be renewed.

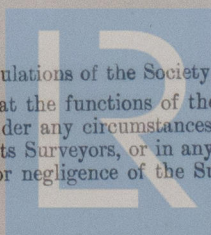
To be taken out, faired and  
replaced.

To be taken out, faired and  
replaced.

To be taken out, faired and  
replaced.

ificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is  
that neither the Committee nor the Society are under any circumstances whatever to be held responsible for  
in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other  
the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents



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Found:-Port Side:-Shell plates:-

A 16 badly indented.

A 15 indented.

B 16 slightly indented.

Bottom frames (counting from

Aft peak bulkhead):-

Nos. 20, 22, 27 indented.

Nos. 19, 21 & 28 slightly indented.

Floors:-

Nos. 23, 24, 25, 26, 27 & 28 indented.

Nos. 20, 21 & 22 slightly indented.

Centre-girder slightly indented at 5 places.

Bottom angles for centregirder:-

2 lengths indented:-

Side girder:-

Nos. 23, 24, 25, 26 & 27 indented.

Bilge keel:-

Lengths Nos. 1, 2, 3, 4 indented.

Recommended:-

To be renewed.

To be taken off, faired and replaced.

To be faired in place.

To be taken off, faired and replaced.

To be faired in place.

To be taken off, faired and replaced.

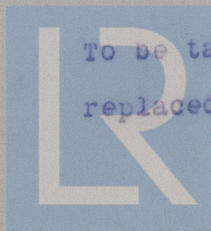
To be faired in place.

To be faired in place.

To be taken off, faired and replaced.

To be taken off, faired and replaced.

To be taken off, faired and replaced.



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Found:-Recommended:-Starboard Side:-Bilge Keel:-

Lengths Nos. 2, 3 & 4 indented. To be taken off, faired and replaced.

As the damage requires vessel placed in dry dock, recommended this to be done and bottom and rudder to be recoated.

Also recommended rudder to be lifted and Nos. 1, 2 & 5 bushes, the lignum vitae lining in all 5 bushes and No. 1 rudder pintle to be renewed; also the other 4 pintles to be faired and the closing plates for the rudder trunk to be renewed.

Further recommended the steering gear with quadrant, the rudder stuffing box, the rudder brake, the steering chains with blocks, springs, rods etc. to be overhauled and damaged or strained parts renewed.

Further recommended that all necessary removals be replaced, and (where damaged in course of above repairs) repaired or renewed as necessary, the repairs suitably coated on completion of work. These recommendations made so as to place the vessel in the same good and efficient condition as before the damage was sustained.

Survey Fee:- Kr. 185.00

Expenses " 4.35



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Recommended:-

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