

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 24.2.1941 Port of GLASGOW.

No. in Survey held at GLASGOW. Date, First Survey 19TH FEB. Last Survey 20TH FEB. 1941.
Reg. Book. (No. of Visits 2.)

84645 on the Wood, Iron or Steel TWIN SC. "TERJE VIKEN". YEAR. MONTH.

TONNAGE: Built at BREMEN. By whom DEUTSCHE SCHIFFS-REPARATURWERKE. When 1936 9.

GROSS 20638. Owners UNITED WHALERS LTD. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DE 4387. Managers H. KROGH-HANSEN & N.R. SUGGE. Port belonging to LONDON.

NET 13931.

Surveyed Afloat or in Dry Dock? DRY DOCK. Name of Dock ELORRELLIE, No. 2. Destined Voyage

Cell DBor DBa 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. 21299 Port Gth.

(Periodical Surveys, when held, must be reported in detail and serially 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 YES.

NOT REQUIRED.

Was a damage report made by anyone else? if so, by whom? A.C. REES. POR. 4/11.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND DOCKING. - PLEASE SEE GREENOCK REPORT No. 21299.

DAMAGE (1) stated to have been sustained through grounding in LOCH GOIL after being in collision with M.V. "EMPIRE ROWAN" on 5TH December 1940.

On examination of vessel found the following shell plates, port side aft, (numbered from aft)
"D" Strake Nos 5, 6, and 7, "E" Nos 5, 6, 7 and 8, "F" Strake No 1 all slightly indented and sharp local indent in "F" No 8; small piece missing off aft bottom end of rudder frame casting and several rivets in way of fore peak tank leaking.

TEMPORARY REPAIRS. SHELL. PORT SIDE AFT. Rivets set up & caulking overhauled as necessary.

FORE PEAK. Several rivets set up.

RUDDER. Nothing has been done at this time. The piece broken off the aft bottom corner of the casting is small & does not effect the efficiency of the rudder.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place									

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good in spaces Exam'd	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Fett.)
Caulking of Decks	do	Ceiling	Not examined.	Coal Bunkers, Openings, Covers, &c.	Not examined.	When fitted, Month	Year
Doamings	do	Cement or Asphalt	do.	Oil Bunkers	do	Boats	Not examined
Beams & Fastenings	Good in spaces Exam'd	Rudder	Good.	Scuppers	do	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and connections	Good.	Cargo Hatchways	Good	Condition, how ascertained	from deck.
" " in way of sidelights	Not Exam'd	Windlass	Good	Hatches	do	(State if wedges removed.)	
Frames (AFT)	Good	Have pumps been examined and found efficient?	Not examined	Planking		Equipment letter	OT
Frames (FORWARD)		Have Sluice Valves been examined and found efficient?	Not examined	Caulking		Anchors, No. of	2 + 1.
Longitudinals	Good in spaces Exam'd	Have Watertight Doors been examined and found efficient?	Not examined	Treenails		Cables (State if now ranged)	no.
Transverses	do	Have Ventilators and their Coamings been examined and found efficient?	YES.	Breasthooks & Stemson		" length	240 mean diamr.
Floors	not examined	Air and Sounding Pipes	Not Exam'd	Transoms, Pointers & Crutches		(on board)	
Kelsons	do	Doubling Plates under Sounding Pipes	do.	Timbers of Frame at openings		" Rule length	330 size 3 3/16
Stringers	do			" " at other places		Chain Locker	Not examined
Inner Bottom Plating	do			Stringers, Clamps & Shelves		Hawsers & Warps	Good
Have the Tanks been examined internally?	No.			Salting	(State if examined.)	Standing and Running Rigging	do
Have the Tanks been tested?	No.					Sails	

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as was seen is in an efficient condition & eligible in my opinion to remain as at present classed in the Register Book with fresh record of survey 2.41 subject to shell plating (P.S.a) & main sheer plates Nos 7 & 8 (SS) being repaired at first convenient opportunity.
(One bower and 90 fathoms cable to supply).

Survey Fee (per Section 20)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Sec. 29)	£	6	6	11 MAR 1941
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19.

Committee's Minute GLASGOW 11 MAR 1941

Character Assigned Separated
Note (100 AT 2.41
Carr. Pet. in Bulk
Std. for oil fuel &c)George Shellekni
Surveyor to Lloyd's Register of ShippingLloyd's Register
Foundation
W91-0066

DAMAGE (2) stated to have been sustained through collision with M.V. "Empire Rowan" in LOCH COLM on 20th January, 1941.

On examination of vessel found chain sheers broke, starboard side, plates nos 7 and 8 (from aft) also top edge of adjacent plate in strike below slightly indented, deck stringer plate star and 2 longitudinals buckled, also 2 lamp standards on Boat Deck damaged.

TEMPORARY REPAIRS. SHELL. Riveting in vicinity of damage hammer tested & set up as necessary. Caulking overhauled. Deck stringer bar recast.

PERMANENT REPAIRS. As the indentations of shell plating and buckling of shellwork are not of a serious nature and do not effect the efficiency of the vessel, it is submitted that the permanent repairs be deferred until first convenient opportunity.

DAMAGE (3) stated to have been sustained through collision with S.M. "Sgt. Director Sealing" in George V Dock, Glasgow, on 3rd February 1941.

On examination of vessel found no damage had been sustained to hull, starboard propeller damaged; see engineers report.

EQUIPMENT. It was stated that 108 fathoms of cable and one bower anchor were lost in LOCH LONG on 15th September 1940.

15 fathoms of cable have been supplied at this time.

Markings of new cable verified with certificate & cable shipped.

Particulars of new length of cable now supplied are given below.

NOTE: There are several slight indents in shell plating, strike 2nd below main sheer and in way of poop caused by whale catches coming alongside, being of a minor nature it is submitted that these indents be not recorded against the vessel.

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 and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight.																
	Steam																
	Kedge																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
112902	15 1/2	3 3/4	157.7	220.75	30.0.0	77.1.14	15	3 3/4	STEEL LINK.	-	NETHERTON. DEC. 17 TH 1940. J.A. RELF.
Iron Steam Chain / or Steel Wire....											

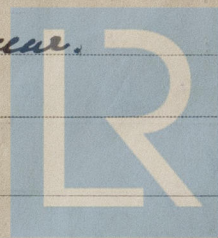
DOCKING. Vessel placed in dry dock, bottom rudder cleaned, examined, found satisfactory & recoated.

Decks, casings, hatches, coamings, ventilators etc examined & found satisfactory.

Engine Room generally examined & found satisfactory.

Foreboard rough checked.

This vessel is not fitted with rod chain gear.



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