

Rpt. 8.

(Received at London Office

15 JAN 1951

No. 17955.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th January 1951. When handed in at Local Office 10th January 1951. Port of Gothenburg

No. in Survey held at Gothenburg Date, First Survey 23rd November Last Survey 29th December 1950. (No. of Visits 21)

Reg. Book. on the ~~Wood~~ Steel Twin Screw Motor Tanker "A. N. N. A. KNUDSEN"

51410 TONNAGE: Built at Gothenburg By whom A-B. Götaverken When 1931 - 12

GROSS 9057 Owners D/S A/S Jeanette Skinner Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DK. 8403 Managers Knut Knutsen O.A.S. Port belonging to Hagesund

NET 5389

Surveyed Afloat or in Dry Dock? Both Name of Dock A-B. Götaverken Destined Voyage

Cell DBor DBa feet; uE & B feet; f Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 25998 Port Ant

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 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 Offered to

Owners, but not required. Was a damage report made by anyone else? if so, by whom? None made.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION and DAMAGE, stated to have been caused by

- 1.- contact with a quay at Liverpool on the 25th March, 1948,
- 2.- grounding during a voyage Fowley - Mena Al Amadi in October, 1950,
- 3.- heavy weather during a voyage Mena Al Amadi - Le Havre in November, 1950.

Now done: Vessel placed on floating dock, shell plating, sternframe and rudder cleaned, examined, found or placed in order, and re-coated. (Undocked on the 22nd December, 1950.)

An examination made of decks, superstructure bulkheads with their closing appliances, casings, coamings, hatches, ventilators, etc., as far as practicable and found or placed in order.

P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fairled or Repaired	1							See report
Fairled or Repaired in place	3	2						

PRESENT CONDITION OF THE	Efficient	Bulkheads	As per report efficient	Engine Room Skylights	Efficient	Copper, or Y.M.	---
Decks	Efficient	Ceiling	---	Coal Bunkers, Openings, Covers, &c.	---	(State if on Felt.)	---
Caulking of Decks	Efficient	Cement or Asphalt	---	Oil Bunkers	---	When fitted, Month	---
Coamings	Efficient	Rudder	Efficient	Scuppers	---	Boats	Efficient
Beams & Fastenings	---	Steering gear and its connections	Efficient	Cargo Hatchways	Efficient	Masts, XXXXXX	Efficient
Outside Plating	Efficient	Windlass	Efficient	Hatches	Efficient	Condition, how ascertained	From deck
" " In way of sidelights	---	Have pumps been examined and found efficient?	No	Planking	---	(State if wedges removed.)	+
Frames	---	Have Skaive Valves been examined and found efficient?	None	Caulking	---	Equipment letter	---
Reverse Frames	---	Have Watertight Doors been examined and found efficient?	No	Trees	---	Anchors, No. of	3 B., 1 S.
Longitudinals	---	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	---	Cables (State if now ranged)	No
Transverses	---	Air and Sounding Pipes	---	Transoms, Pointers & Crutches	---	" length --- mean diamr. ---	---
Floors	---	Doubling Plates under Sounding Pipes	---	Timbers of Frame at openings	---	" Rule length --- size ---	---
Keelsons	---			" " at other places	---	Chain Locker	---
Stringers	---			Stringers, Clamps & Shelves	---	Hawsers & Warps	Efficient
Inner Bottom Plating	See rpt			Salting	---	Standing XXXXXX Rigging	Efficient
Have the Tanks been examined internally?	See report				State if examined.	SaHs	---
Have the Tanks been tested?	See report						

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, as far as now seen, is in an efficient condition and eligible, in our opinion, to remain as classed with fresh docking date Got. 12,50.

Survey Fee (per Section 29)	£ --- : --- : ---	Fees applied for,	10/1 1951
Special Damage or Repair Fee (if any) (per Sec. 29)	Kr. 450:00	Received by me,	---
Travelling Expenses (if chargeable)	£ --- : --- : ---		---
Second Surveyor's Fee (if any)	£ --- : --- : ---		---

Committee's Minute THUR 8 MAR 1951

Character Assigned 12,50 but

NORWEGIA

E.S.D.
B.C.

+ LMC (M) 6,50 DBS 12,50

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Not required.

To Certificate required? If so, to be sent to 200471-002476-0022

Damage No. 1:

G-strake, plate No.6 faired in place.

G- " " " 5 removed, faired and replaced.

H- " " " 4 and 5 faired in place.

1 web plate partly cropped, removed, faired and replaced.

2 frames faired in place.

On completion of the repairs the shell plating was hose tested.

Damages Nos. 2 and 3:

Approximate 12000 leaky and defective rivets in bulkheads, shell- and bottom plating were renewed, and a number overhauled by caulking and/or welding as necessary.

all cargo
On completion of the repairs/tanks were re-tested and found in order.

Note:

Note:
New heating coils were fitted in all cargo tanks and the coils were tested to twice the working pressure.

working pressure.

An echo sounding installation was fitted at this time, and it should also be reported that a gyro compass comprises part of the ship's equipment.

This latter information included for Register Book purposes.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

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																
	Stream.....																
	Kedge																

If Tons, state name of Patent.

If Stockless, state Mechanical Test.

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

CHAIN CABLES.

CHAIN CABLES.											
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much warped as to

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



This
»While
executed, it
whatever to
entry in the
Committees

(Rpt. 10.) 36. 9.47