

Rpt. 8

WRECK
SECTION

Port of Stockholm

23 JAN 1958

No. 11356

Date of writing Report 21/1 1958.

When handed in at Local Office

Received London

Survey held at Gävle

No. of Visits 1

First Date

and

19

Last Date

4.1.

19 58.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

12267

on the Iron or Steel

S.S.

"GRIM"

Built at Malmö

By Whom Kockums M/V A/B

Tons gross 1344

Year 1919

Month 2

Owners Stockholms Rederi A/B Svea

Owners' address
(If not already in R.B.)

Managers Eman. Högberg

Port of Registry Stockholm

Surveyed Afloat or in Drydock Afloat

Name of Dock

Date of last examn. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 11323 Port. SKm.

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery
Date of Special and of Drydocking Surveys, etc.		
+100A1	10.56	+LMC 5.54
		MBS 5.57
(Dr) 6.44 ss	SKm 5.54	TS(04) 5.55
		SPS 5.54

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined.

Freeboard as marked on ship and now verified

ft

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE.

Attended on board at the request of the Owners' Superintendent on account of damage stated to have been sustained by vessel's grounding of Östra Bredgrundet, Norra Kalmarsund, Sweden, on the 7th December, 1957, while on voyage from Sandarne to Antwerp.

The vessel had called at Kalmar on the 8th December, 1957, for diver's examination, and according to the diver's report the sole piece of sternframe was found to be slightly scored. No other damage was found (with exception for damage to propeller - please see below).

According to records on board of frequent soundings of tanks and bilges, there is no indication of leakage.

The steering gear was now tried under working condition and found to work satisfactorily.

MACHINERY:—

The vessel was now trimmed by the stem, and the propeller blades examined so far as practicable when being turned (the propeller boss could not be seen).

It was found that three blade tips were scored, of which one also was bent.

The oil gland was subjected to pressure when the propeller was being turned and there was no indication of leakage.

The Chief Engineer stated that the oil gland had been satisfactory since

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes, see this report.

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent?

Has Interim Certificate been issued? Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This vessel, so far as now seen, is in a good condition and eligible, in my opinion, to remain as classed without fresh record of survey, subject to the vessel being examined in dry dock and necessary repairs carried out on account of grounding damage, upon vessel's return to Sweden early in February, 1958, from her present voyage, and to all other conditions at present attached to the vessel's class being dealt with as previously recommended.

J. Eriksson
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

TUESDAY - 4 FEB 1958

Deferred for dry docking (by 2.58)

Noted
for
Header



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002701-002710-0051

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		DAMAGE	SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder Cleaned, examined and recoated to its docks	Yes so far as practicable	F.P. Tank	No	By soundings
Rudder lifted	No	A.P. "	"	By soundings
Weather Decks, Superstructures and Casings	"	D.B. Tanks (indicate Oil Fuel and Cofferdams)	"	By soundings
Hatchways, Covers, closing and securing appliances	"			
Ventilator coamings, skylights, companionways and closing appliances	"			
		Fresh Water Tanks	"	No
Holds	"	Deep Tanks	"	"
		Oil Fuel Bunkers and Settling Tanks	"	"
'Tween Decks	"	Side Tanks	"	"
		Wing Tanks	"	"
Fore Peak Spaces	"	Other Tanks	"	"
After " "	"	Cargo Tanks (Tankers)	"	"
Engine Space	"			
Boiler "	"			
Under Engines and Boilers	"			
		Cofferdams	"	"
Tunnel and Well	"	Pump Rooms	"	"
Coal Bunkers	"			
Chain Locker	"			
Other Spaces	"			
		Have Tanks now Examined been Cleaned as Necessary? Not examined		
		Have Struts in Cargo Tanks (of Tankers) been removed? None		
		Have Tanks been Retested as necessary after completion of any Repairs? No		

Have the spaces now surveyed been cleared and cleaned as necessary? No

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No

Have the bilges been cleaned out and examined? No Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary? No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No

Has a Load Line Survey been held? No If so, state which

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached No

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report. No

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Not exmd.	Ceiling and Cargo Battens	Not exmd.	Sluice Valves examined and found	Not exmd.
" " in way of side scuttles	"	Cement or Asphalt	"	Air and Sounding Pipes	"
Rudder and Sternframe	As far as could be seen. Good.	Cargo and other Hatchways	"	Doubling Plates under Sounding Pipes	"
Decks	Not exmd.	Hatches and closing appliances	"	Masts and Rigging examined and found	"
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	"
Coamings and Casings	"	Companionways and Skylights	"	Chain Locker	"
Beams and Fastenings	"	Shell Openings	"	EQUIPMENT	
Frames	"	Ash Shoots	"	Equipment Letter	
Reverse Frames	"	Overboard Discharges and Scuppers	"	Anchors, No. of	Condition
Longitudinals	"	Freeing ports	"	Cables (State if now ranged and examined)	No. Stated complete.
Transverses	"	Steering Gear (Main and Auxiliary)	Good	" length (on board)	mean diam.
Floors	"	Examined and found	Good	" Rule Length	Size
Keelsons	"	Windlass examined and found	Not exmd.	Hawsers and Warps	Not exmd.
Stringers	"	Pumps	"	State if any Anchors or Chain Cable have	
Inner Bottom Plating	"	W.T. Doors	"	now been supplied or retested, if so,	No.
Bulkheads and Tunnel	"			complete Report 8(Eq) and attach.	"

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

REMARKS, REPAIRS, Etc. (Contd.) the damage occurred.

It was also stated that there is no indication of vibrations on shafting and main engine.

Dry docking for further examination of grounding damage and carrying out of necessary repairs was recommended, but owing to lack of docking facilities it was requested that dry docking be deferred until the vessel's return to Sweden in about one month's time. The vessel's efficiency is not affected, and the Owners' proposal, in my opinion, merits the favourable consideration of the Committee.

Survey Fee Kr. 75: --

Special Damage or Repair Fee (if any) --

Travelling Expenses (if chargeable) Kr. 118: --

Second Surveyor's Fee (if any)

Date when A/c. Rendered 21/1 1958.

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