

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 27<sup>th</sup> Aug 49 When handed in at Local Office 19 Port of Copenhagen  
 No. in Reg. Book 27403 Survey held at Copenhagen and Frederikshavn Date, First Survey 13<sup>th</sup> June Last Survey 12<sup>th</sup> August 1949  
 on the Wood, Iron or Steel Sc. Sr. Srend Pii B.C. (No. of Visits 8)

TONNAGE: Built at Aalborg By whom A/S Aalborg Værft When 1923 MONTH 8  
 GROSS 1975.88 Owners Dampskibsselskab Vendita Owners' Address  
 UNDER DK 1623 Managers Srendsen & Christensen Port belonging to Copenhagen  
 NET 1112.89

Surveyed Afloat or in Dry Dock? both Name of Dock Burmeister & Wain G. A/S Frederikshavn  
 Cell DBor DBa feet; uE & B feet; f  
 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. 12691 Port Bpn

(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. Glasgow Letters Tr/Ry 6.7.49  
 London Letter: R 11.8.49

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

Society's Freeboard (if assigned) as painted on Ship and now verified 390 mms.

Was a damage report made by anyone else? if so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Periodical Special Survey (D), alterations and damage- and wear- and tear repairs.

Ship 25 years old.

Now done: Ship placed in dry dock, shellplating, stem frame and rudder cleaned, examined and coated. Ship undocked 12.8.49.  
 Examined: All holds, tween decks, fore- and afterpeak spaces, coal bunkers, engine- and boiler spaces, under engines and boilers, plating in way of sidelights, decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, w.t. doors

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	12			2 part			1 part	
Removed and Fair'd or Repaired	40	24						see Rpt.
Fair'd or Repaired in place ...	27	78		2			1	P.E.O.

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	—
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	—
Coamings	"	Cement or Asphalt	cement good	Oil Bunkers	"	When fitted, Month	Year
Beams & Fastenings	"	Rudder	good	Scuppers	good	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	examined
Frames	"	Have pumps been examined and found efficient?	yes	Planking	"	(State if wedges removed.)	directed to deck
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Equipment letter	—
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes	Treenails	"	Anchors, No. of	3 B 15
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	"	Cables (State if now rigged)	yes
Floors	good	Have Watertight Doors been examined and found efficient?	yes	Transoms, Pointers & Crutches	"	" length 240 ft mean diamr 1 1/16	"
Keelsons	"	Have Watertight Doors been examined and found efficient?	yes	Timbers of Frame at openings	"	" Rule length 240 size 1 1/16	"
Stringers	"	Have Watertight Doors been examined and found efficient?	yes	" " at other places	"	Chain Locker	good
Inner Bottom Plating	"	Air and Sounding Pipes	good	Stringers, Clamps & Shelves	"	Hawsers & Warps	"
Have the Tanks been examined internally?	yes	Doubling Plates under Sounding Pipes	"	Salting	"	Standing and Running Rigging	"
Have the Tanks been tested?	yes			State if examined.		Sails	"

## General Observations, Opinion as to Class, Recommendation, &amp;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 as No. 1.38."

This vessel is eligible to remain as classed with fresh record of docking survey Fm 8.49 and the notation of S.S. Fm. 8.49 (D) and Annual survey 8.49. E.S.D.

Survey Fee (per Section 29) alterations £ 940.00 Fees applied for, 19 49  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 2500.00  
 Travelling Expenses (if chargeable) £ 525.30 Received by me, 19  
 Second Surveyor's Fee (if any) Rip. Fee £ 20.00

Committee's Minute

Character Assigned BS incomplete

Amend RB.

E.S.D.

Wid. Ch.

8.49 Bpn

SS Chn - 8.49

MBS \* 8.49

5.7.49

Annual Survey 8.49

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



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.

Examined internally and tested. Fore- and afterpeak tanks, all double bottom tanks and F.W. tanks in foreends.

Alterations. The prop- and bridge deck has now been joined and the main deck in way has been removed as per approved plans attached herewith. Tonnage and freeboard altered as set underlined on page 7. In No. 1 hatch the arrangement covers and hatchbeams has been altered as shown an approved plan attached herewith. 3 new hatchbeams have been fitted.

Recap see London letter F. 11<sup>th</sup> July 49

Damage stated to have been sustained by:

**ANCHORS.**

Number of Certificate.	Anchor.*	WEIGHT BY 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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedag .....															

If tested date name of Porten,

Stocken, with Mechanical Test.

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

## CHAIN CABLES.

[illegible]

- 1) Collision with quay at London 28.9.1945
- 2) " " S/S. Björkö at Huddersburgh 1.3.1945
- 3) " " fender, Kaiser Canal 24.6.1946
- 4) " " S/S. "Fairplay", river Elbe 24.6.1946
- 5) " " tugboat, Helgoland 24.6.1946
- 6) Heavy ice
- 7) Collision with sluice at Dunkirk 22.2.1946
- 8) Grounding at Ramen 13.10.1948
- 9) Collision with quay at Barcelona 13.12.1948

*II*  
Rpt. 9a.

Port of *Copenhagen*

Continuation of Report No. *12801* dated *27<sup>th</sup>* August 1949 on the

S/S. "Svend Pii"

- 10) foundering Killer Canal 29.1.1949.
- 11) collision with quay at Dublin 26.5.1949
- 12) Cause not known.

1) Portside Shell: K2, L2 and 1 Bide frame  
found in place.

2) Portside shell: L3 removed and 1 haeframed bar removed, found and replaced.

3) Portside shell. 12 fanned in place.

4) Starboard Shell: 414.15, 2 facing port doors,  
27' rail profile and 4 bulwark stanchions removed, found  
and replaced. Stringer plate and stringer angle found in place

5) Portside shell: G5 removed, laid and replaced.  
2 tideframes laid in place.

6) Starboard Shell: D<sub>1,2</sub>. F<sub>4</sub>. G<sub>5,6</sub>. H<sub>7,8,11</sub>. removed,  
faired and replaced. F<sub>5</sub>. G<sub>2,4</sub>. removed. B<sub>1</sub>. G<sub>8</sub> and 23  
sideframes faired in place. Chainlocker bulkhead part removed.

Portside shell: B1, C1, D1, 3, F2, 3, 4, 5, 6, 7, 8, 9, G6, 13, H8, and 4 tideframes removed, found and replaced. B2, C2, D2, F1, H2 renewed. A1, F10, G1, 2, 4, 12, H1, 7, I8 and 51 tideframes (including iceframes) found in place.

7.) Starboard Shell. E4. H4. 5. 6. I4. 5. and 1 dunnage  
plate removed, found and replaced. I6. 7. removed.  
20 sideframes removed, found and replaced. 6 bilgebrackets,  
19 halfbeams, 7 beamknees removed, found and replaced.  
1 stringer plate cracked and partly removed, alt 1 further way  
angle removed. Portside Shell: H13. I13. 15. W14. 1 sideframe  
removed, found and replaced.

8.) All bottom tanks ground up and cleaned and a number of started shell rivets removed.

9) Starboard shell. I 8. 11. 12. 13. 42. 3. 4. 10. 13 found  
in place. 1 side frame + bulkhead boundary angle found  
in place. 10) Portside shell. B 9 removed E 6. 9 found

in place. 10j. Portside shell. B9 removed. E6.9. and  
big keel laid in place. Rudder lifted, reworked and  
refitted. 2 floors partly removed. 4 number of started  
shell rivets removed.

11) Portside shell. F12 removed, found & replaced.  
F14 found in place.

12.) Starboard shell. I 6 removed, faired and replaced. I 5 cropped, part removed, faired, replaced, butts welded. I 1. L 13 faired in place.

Portside shell. W4, 1 feet port door,  
19' rail profile and 1 bracket removed, found and  
replaced. L13 found in place.

All the above work carried out satisfactorily and tested as required by the Rules.



S/S. Sønd Pii

Owners Repairs.

Starboard shell: E12 cropped and partly renewed, butts welded.

F14. G14. H9 renewed. Portside shell: H9 renewed.

Tanktop: In forehold 3 plates renewed on starboard and 1 off renewed on portside, also 6 doubling plates fitted on margin plate p.s. + stbd. 11 vertical legs on margin renewed. 2 doubling plates fitted on margin plate p.s. in No 3 hold. 4 vertical legs on margin plate renewed.

Floors: 5 off part renewed. 4 reverse frames and 6 struts on after floors renewed. Forepeak. 3 stringer brackets renewed, also a number of started rivets. Afterpeak. 10 side frames cropped and partly renewed, butts welded, 1 floor, 2 stringer angles and 2 recess brackets renewed.

4 stiffeners and 3 brackets on A.P. bulkhead renewed. 1 stringer plate on p.s. partly renewed. Wash bulkhead including stiffeners renewed. Centerline bulkheads: After end of No 1 hatch: 1 plate part renewed. Between No 2 hatch + boiler R. & head: 5 plates renewed. Pillars on hatch end: Renewed on fore and after end of No 1 and 2 hatch and after end of No 4 hatch. Pillars on fore and after end of No 3 hatch and fore end of No 4 hatch failed. Brackets on shaft tunnel renewed.

Hatchways. All hatch beams, carriers and carrier angles for covers failed where necessary. About 75% of the hatch covers renewed. 3 hatch beams were repaired by renewing all top and bottom angles.

Maindeck, forward well: 2 stringer plates cropped and partly renewed. 2 stringer plates and 10 deck plates renewed. Stringer angles p.s. + stbd. renewed, also all legs on deck for bulkhead stanchions. 2 corner doublings on deck of No 1 hatch renewed. 16 stiffener brackets on fore bulkhead renewed. 13 half beams in way of No 1 hatch removed, failed and replaced. Maindeck in way of bunkers. 7 stringer plates, 7 deck plates both coal hatch coamings, stringer angle on inside frames and casing deck angle renewed. 6 deck beams in way of coal hatches reinforced. Channel deck beam partly renewed both sides. Maindeck abaft No 3 hatch: 6 deck plates renewed, 3 plates cropped and part renewed. 1 doubling plate renewed. 27 cleats renewed. 70 side frames reinforced in way of cement chocks. Coal bunker hatches on upper deck: Both hatches completely renewed. Lower bunkers, stbd. 2 plates, 4 stiffeners and 1 bracket renewed. P.S. 1 coaming plate, 2 plates and 6 stiffeners renewed. 1 doubling plate fitted on bulkhead aft. 8 side frames in forehold failed in place. Casing and cargo battens part renewed. 2 new side hatches fitted on boat deck and end necessary fore and after deck beams and pillars fitted in way aft.

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