

# REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 13/3 1948 When handed in at Local Office 13/3 1948 Port of HELSINGBORG  
 in Survey held at Helsingborg Date, First Survey 6/11 1947 Last Survey 11/3 1948  
 Book. (No. of Visits 36)

14 on the ~~Wood, Iron or Steel~~ M/S "SOMMEN".  
 TONNAGE: — Built at Richmond, Cal. By whom Kaiser Cargo Inc. When 1945 4mo  
 GROSS 3927 Owners Rederi A/B Sigyn Owners' Address —  
 REGISTER DK. 3303 Managers Hans Lundgren Port belonging to Helsingborg  
 T 2608

veyed Afloat or in Dry Dock? Both Name of Dock Helsingborg Destined Voyage —

DBorDBa feet; uE&B feet; f feet }  
 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.

Previous Report, No. Port

Medical Surveys, when held, must be reported in detail and seriatim 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 placement 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.

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 —

Society's Freeboard (if assigned) as painted on Ship and now verified } 4 ft. 7 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification with this Society.

A Special Survey has been held as follows:—

The vessel placed in dry dock; the bottom, stern frame, keel and rudder cleaned, examined and coated.  
 The holds, peaks, 'tween decks and machinery space cleared.  
 All casings of scupper, air- and sounding pipes removed.  
 Steel work generally exposed, including plating under sidelights.  
 All oxidation removed from the surface of the inside of shell plating, frames, stringers, floorplates, keelsons, beams, bulkheads, etc. steel work examined and found in good condition and coated.  
 All the double bottom, deep and peak tanks tested by water pressure and examined internally, floors scaled and coated where necessary.  
 Tank top coated.  
 Decks examined.  
 Chain cables ranged and examined.  
 Chain lockers examined and cables replaced. (P.T.O.)

MINARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Condition	Good	Good	Good	Good	Good	Good	(State if on Felt.)
Condition of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	Year
Condition of Masts	Good	Cement or Asphalt	—	Oil Bunkers	Good	Boats	Good
Condition of Rudder	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Condition of Steering gear	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	By exam.
Condition of Windlass	Good	Windlass	Good	Hatches	Good	(State if wedges removed.)	None
Condition of Pumps	Good	Have pumps been examined and found efficient?	Yes	Planking	—	Equipment letter	"V"
Condition of Sluice Valves	—	Have Sluice Valves been examined and found efficient?	None fitted	Caulking	—	Anchors, No. of	3 B - 1 S
Condition of Watertight Doors	Good	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Cables (State if now ranged)	Yes
Condition of Ventilators	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	length 240 mean diamr. 1 1/16	
Condition of Air and Sounding Pipes	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	Rule length 270 size 1 1/2 1/16	
Condition of Doubling Plates	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	—	Chain Locker	Good
Condition of Stringers, Clamps & Shelves	Good			" " at other places	—	Hawsers & Warps	Good
Condition of Salting	—			Stringers, Clamps & Shelves	—	Standing and Running Rigging	Good
				Salting (State if examined.)	—	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 is eligible in my opinion to be classed 100 A 1 with notation of ssHbg.-3,48 and locking date Hbg. 3.48, subject to 30 fms. of chain cable being placed on board.

Survey Fee (per Section 29)	See rpt. 1:	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me,	19
Printing Expenses (if chargeable)	£ :		
Surveyor's Fee (if any)	£ :		

*[Signature]*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute: **FRI, 16 JUL 1948**  
 Character Assigned: Assign class of 100A1 Carry? oil 2P above 100 ft. in deep tank for oil on 3.48 Hbg ss. Hbg 3.48 subject to 30 fms. chain cable on board.  
 Also note: 10034

003409-003416-0053

This certificate required if so, to be sent to the Helsingborg office

