

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

Date of writing Report 28th November 1952 When handed in at Local Office Bremen Port of Bremen  
 No. in Survey held at Bremerhaven & Bremen/Vegesack Date, First Survey 26th September Last Survey 20th October, 52  
 Reg. Book. 51466 on the Head, Iron, Steel M.V. "ANNA SALEN"  
 (No. of Visits 10)

TONNAGE: — Built at Chester, Pa. By whom Sun S.B. & D.D. Co. When 1940 MONTH —  
 GROSS 11672 Owners Rederi A/B Pulp Owners' Address —  
 UNDER DECK 6925 Managers Sven Salen (If not already recorded in Appendix to Register Book)  
 NET 7820 Port belonging to Stockholm

Surveyed Afloat or in Dry Dock? Both Name of Dock Bremer Vulkan & Norddeutscher Destined Voyage —

Cell/Dor DBa feet; uE & B feet; fee  
 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. 23369 Port ABN.

Now 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. Classn.H. 22.9.52.

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 - Damage

Report attached Was a damage report made by anyone else? if so, by whom? 20 ft 3/4 in.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND DOCKING. OIL ENGINES  
 1. DAMAGE: - CONTINUOUS SURVEY.

Damage alleged sustained by collision with the M.S. THORSHOVDI on 13th August, 1952, in the Pentland Firth, whilst she was on passage from Cuxhaven to Halifax and subsequent grounding off Scapa Flow.

Damage situated, a) Stem and bow plating etc. port and starboard.  
 b) Keel and bottom etc. amidships to aft.

Now done for Damage: -

Vessel placed in dry-dock, bottom and rudder cleaned, examined and found or placed satisfactory.

Examined fore peak tank and fore peak spaces, decks in way of bow damage, both bower anchors and windlass. Examined internally D.B. tanks Nos. 5 and 6 (p. & s.) and found or placed satisfactory.

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 <u>Full ... (PARTLY)</u> | <u>23 (3)</u> | <u>26</u> | <u>1</u>   | <u>4</u>                  | <u>8 (5)</u> | <u>X</u>             | <u>1 (13)</u> | <u>STEM COMPLETE; WINDLASS SHAFT.</u> |
| Removed and Fair'd or Repaired   | <u>1</u>      | <u>0</u>  | <u>1</u>   | <u>1</u>                  | <u>1</u>     | <u>1</u>             | <u>1</u>      |                                       |
| Fair'd or Repaired in place      | <u>4</u>      | <u>0</u>  | <u>1</u>   | <u>1</u>                  | <u>15</u>    | <u>1</u>             | <u>2</u>      |                                       |

| PRESENT CONDITION OF THE                                 | Decks       | Belmheads   | Engine Room Skylights | Copper, or Y.M.                                    |
|--|-------------|-------------|-----------------------|--|
| Decks  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | (State if on Felt.)                                |
| Caulking of Decks  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | When fitted, Month Year                            |
| Coamings   | <u>Good</u> | <u>Good</u> | <u>Good</u>           |  |
| Beams & Fastenings                                       | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Boats <u>Good</u>                                  |
| Outside Plating  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Masts, Yards, &c. <u>Good</u>                      |
| Frames   | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Condition, how ascertained <u>FROM DECK</u>        |
| Reverse Frames   | <u>Good</u> | <u>Good</u> | <u>Good</u>           | (State if wedges removed.) <u>NO</u>               |
| Longitudinals  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Equipment letter <u>f +</u>                        |
| Transverses  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Anchors, No. of <u>3 BA AND 1 STRA.</u>            |
| Keelsons   | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Cables (State if now ranged) <u>NO</u>             |
| Stringers  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | " length <u>AS STATED COMPLETE</u>                 |
| Inner Bottom Plating                                     | <u>Good</u> | <u>Good</u> | <u>Good</u>           | " Rule length <u>300 F. size 2 1/4" SP. ST. C.</u> |
| Have the Tanks been examined internally? <u>SEE RPT.</u> | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Chain Locker <u>Good</u>                           |
| Have the Tanks been tested? <u>RPT.</u>                  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Hawsers & Warps <u>Good</u>                        |
|  | <u>Good</u> | <u>Good</u> | <u>Good</u>           | Standing and Running Rigging <u>Good</u>           |

General Observations, Opinion as to Class, Recommendation, &c.: — This vessel as far as now seen

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."

is eligible in my opinion to remain as classed in the Society's Register Book and to have fresh record of survey

10.52 subject to indented bottom plating etc. being finally repaired next dry-docking and to compliance with outstanding recommendations.

|   |                       |           |          |          |                    |
|---|-----------------------|-----------|----------|----------|--------------------|
| Survey Fee (per Section 29)                         | <u>Damage Docking</u> | <u>40</u> | <u>0</u> | <u>0</u> | Fees applied for,  |
| Special Damage or Repair Fee (if any) (per Sec. 29) | <u>Sunday Fee</u>     | <u>8</u>  | <u>8</u> | <u>0</u> | <u>See 8.10.19</u> |
| Travelling Expenses (if chargeable)                 |                       | <u>5</u>  | <u>0</u> | <u>0</u> | Received by me,    |
| Second Surveyor's Fee (if any)                      |                       | <u>5</u>  | <u>0</u> | <u>0</u> | <u>19</u>          |

Committee's Minute THURS 8 JAN 1953 Surveyor to Lloyd's Register of Shipping.

Character Assigned 10.52 Bm. subject (with endorsement) LMC CS 10.52, subject

003479-003486-0029/12



## Repairs

Continued

dry-docking 7".

Ox. H<sub>2</sub>CO<sub>3</sub>