

Rpt. 8

Port Gothenburg.

8- JUL 1957 No. 23391

Date of writing Report 3rd July, 1957.

When handed in at Local Office 4th July, 1957.

Received London

Survey held at Gothenburg.

No. of Visits 58

First Date 22.2. 19 56.

Last Date 26.6. 19 57

## 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.

51614

on the Iron or Steel M.S.

"ANNIE JOHNSON"

Tons gross 4935

Built at Gothenburg

By Whom A-B. Götaverken

Year 1925 - Month 11

Owners Rederi A-B. Nordstjernan

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

Managers A.A. Johnson

Port of Registry Stockholm

Surveyed Afloat or in Drydock Both

Name of Dock A-B. Lindholmens Varv

Date of last examn. in Drydock 19.6.1957.

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

Last Report: No.

To be filled in at Head Office.

Port

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  
Date of Special and of Drydocking Surveys, etc.

Machinery

+100A1

+IMC 2,48

with freeboard

6,54

d 7,52

ssGot(Dr).-11,38

TS OGp&s 6,51

ssGot.-2,48

(+Lloyd's RMC)

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

LAID UP - SURVEYS OVERDUE

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

Freeboard as marked on ship and now verified 2 ft 11.1/4 ins

but not required.

Was a damage report made by anyone else? If so, by whom? Yes, Underwriter Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, DAMAGE, thecause of which was not stated, but probably due to contact with quaysides etc., PERIODICAL SPECIAL SURVEY "D" (Ship 32 years old), CONDITION OF CLASS and ALTERATION.

Damage repairs effected:-

Shell plating, port side:

B-strake, plate No.1 renewed. (buckled)

B- " " " 2 faired in place.

C- " " " 4 removed, faired and replaced.

H- " " " 3 faired in place.

F- " " " 4 faired in place.

G- " " " 5 " " "

12 frames in way placed in order as necessary.

Started rivets at random renewed.

Afterwards Nos. 1,3 and 4 port double bottom tanks tested and found tight and sound.

Bilge keel placed in order at the aft end (buckled).

Shell plating, starboard side:-

G-strake, plate No.3 faired in place.

CONTINUATION OVER

| SUMMARY OF DAMAGE REPAIRS      | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed                        | 1            |        |           |                           |                     |             |       | See report. |
| Removed and Faired or Repaired | 2            |        |           |                           |                     |             |       |             |
| Faired or Repaired in place    | 9            |        |           |                           |                     |             |       |             |

Has a Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to Gothenburg Office.

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

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 ship, is in a good condition and eligible in my opinion to be reclassified with records of +100A1 with freeboard and have fresh record of DS 6,57 and notation of ssGot.-6,57(Dr).

Date of Committee

Minute

RB note

30m.5,66

THURSDAY 25 JUL 1957

DS 6.57 without spl. cdw

S.S. Got.- 6.57

ES 6.57

PNE 6.57

Both TSN 6.57

DBS 6.57

CERTIFICATE WRITTEN

delete "Laid up. Surveys overdue"

N. A. Eide  
Surveyor to Lloyd's Register of Shipping

NOTED FOR  
REPAIRING  
Noted  
for  
Header

© 2020

Lloyd's Register  
Foundation

59920-019800-509800



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

| Items  | Now Examined<br>YES NO<br>or NONE | Special  |                               | SURVEY "D" |
|--|-----------------------------------|--|-------------------------------|------------|
|  |                                   | Tanks  | Now Examined Internally       |            |
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | Yes                               | F.P. Tank  | Yes                           | Yes        |
| Rudder lifted  | Yes                               | A.P. "   | Yes                           | Yes        |
| Weather Decks, Superstructures and Casings                                     | Yes                               | D.B. Tanks (indicate Oil Fuel and Cofferdams)                          | 1,2,3,4,5 and 6 -<br>Yes O.F. | Yes        |
| Hatchways, Covers, closing and securing appliances                             | Yes                               | Fresh Water Tanks  | Yes                           | Yes        |
| Ventilator coamings, skylights, companionways and closing appliances           | Yes                               | Deep Tanks   |                               | Yes        |
| Holds  | Yes                               | Oil Fuel Bunkers and Settling Tanks                                    |                               |            |
| Tween Decks  | Yes                               | Side Tanks Tunnel  | Yes O.F.                      | Yes        |
| Fore Peak Spaces   | Yes                               | Wing Tanks   |                               |            |
| After " "  | Yes                               | Other Tanks  |                               |            |
| Engine Space   | Yes                               | Cargo Tanks (Tankers)  |                               |            |
| Boiler "   | Yes                               | Cofferdams   |                               |            |
| Under Engines and Boilers  | Yes                               | Pump Rooms   |                               |            |
| Tunnel and Well  | Yes                               | Have Tanks now Examined been Cleaned as Necessary?                     | Yes                           |            |
| Coal Bunkers   | None                              | Have Struts in Cargo Tanks (of Tankers) been removed?                  | Yes                           |            |
| Chain Locker   | Yes                               | Have Tanks been Retested as necessary after completion of any Repairs? | Yes                           |            |
| Other Spaces   |                                   |  |                               |            |

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes

Have the bilges been cleaned out and examined? Yes

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes

Has a Load Line Survey been held? Yes

Have the shell and deck plating been drilled as per Rule? Yes

Have any alterations to the approved scantlings and arrangements now been effected? 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

Renewal Freeboard Survey (24.6.1957.)

If so, Report 8(Dr) to be attached Appd. Lon. letter 16.

If so, report details in body of Report. "Class(S)"

TABLE 2

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

|  |      |  |      |  |
|--|------|--|------|--|
| Shell plating                                | Good | Ceiling and Cargo Battens                          | Good | Sluice Valves examined and found   |
| " " in way of side scuttles                  | Good | Cement or Asphalt                                  | Good | Air and Sounding Pipes   |
| Rudder and Sternframe                        | Good | Cargo and other Hatchways                          | Good | Doubling Plates under Sounding Pipes   |
| Decks  | Good | Hatches and closing appliances                     | Good | Masts and Rigging examined and found   |
| Superstructures and their closing appliances | Good | Ventilators, their coamings and closing appliances | Good | Condition, how ascertained (State if wedges removed)   |
| Coamings and Casings                         | Good | Companionways and Skylights                        | Good | Chain Locker   |
| Beams and Fastenings                         | Good | Shell Openings                                     | Good |  |
| Frames                                       | Good | Ash Shoots   | Good | EQUIPMENT  |
| Reverse Frames                               | Good | Overboard Discharges and Scuppers                  | Good | Equipment Letter Z   |
| Longitudinals                                | Good | Freeing ports                                      | Good | Condition Good   |
| Transverses                                  | Good | Steering Gear (Main and Auxiliary)                 | Good | Cables (State if now ranged and examined) Yes  |
| Floors                                       | Good | examined and found                                 | Good | " length 270 fms. mean diam. 56-54 (on board)  |
| Keelsons                                     | Good | Windlass examined and found                        | Good | " Rule Length 270 fms. Size 57   |
| Stringers                                    | Good | Pumps  | Good | Hawsers and Warps  |
| Inner Bottom Plating                         | Good | W.T. Doors   | Good | State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach. |

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See Below

REMARKS, REPAIRS, Etc. (Contd.)

F-strake, plate No.5 faired in place.

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

H- " " " 4 faired in place.

H- " " " 5 " " "

H- " " " 9 " " "

Afterwards the shell plating hose tested.

Fore peak tank:—

All floors re-riveted.

Survey Fee Kr. 2000:00

Special Damage or Repair Fee (if any) Kr. 300:00

Travelling Expenses (if chargeable) ———

Second Surveyor's Fee (if any) ———

Date when A/c. Rendered 4/7-1957

2 H.

Gothenburg

Continuation of Report No. 23391

dated

4th July, 1957,

on the

1 of the Motorship "ANNIE JOHNSON" 4935 tons gross, of Stockholm.

Fractures in the upper stringer veed out and fillet brackets port & starboard fitted.

2 frames partly renewed

2 additional stringers fitted as per sketch dim. 3500x450x100x12 mm. \*

Afterwards fore peak tank re-tested.

## Condition of Class:—

Indented shell plates B 1 and B 2, port side, have been placed in order as per Damage 1 (Shell plating, port side). It is therefore recommended that this Condition of Class be removed.

Alteration: (Due to the fittings of the new machinery).

The main engine seatings altered as per approved plan No. 33736. (plan approved in this office 21.4.1956).

## Repairs effected due to Wear and Tear:—

The steering gear tested under full speed. 13.0 knots.

50% of ceiling and cargo battens renewed.

150 wood hatch covers renewed.

All tarpaulins of the weather deck hatches renewed.

Windlass completely overhauled and tested at the trial trip on the 25th June, 1957.

Decca Radar, type No.45 and Sperry Gyro Compass, No. L 12963 have been installed.

## Note 2:—

Alteration of the insulation in the refrigerated cargo chambers and renewal of the refrigerated machinery as stated in Rpt.17 attached.

Interim certificate issued - Copy attached.

