

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 13th Febr. 1948. When handed in at Local Office 16th Febr. 1948.

Port of Gothenburg

No. in Survey held at Gothenburg

Date, First Survey 22nd August 47 Last Survey 6th February 1948.

Reg. Book.

S1357 on the ~~Wendy~~ Steel Twin Screw Motorship "ANNIE JOHNSON" (No. of Visits 41)

19510

TONNAGE:

GROSS 5016.75

UNDER DK 3981.33

NET 2879.22

Built at Gothenburg

By whom A-B. Götaverken

When 1925 - 11

Owners Rederi A-B. Nordstjernen

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers Axel Axelson Johnson

Port belonging to Stockholm

Surveyed Afloat or in Dry Dock? Both Name of Dock Lindholmen

Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet
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.

at Report, No. 20199 Port B-U

ical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations of 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. Note 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. Offered to

Owners, but not required.

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

AIRS, OR EXAMINATION AS PER RULE, FOR DOCKING and DAMAGE, stated to have been caused by

collision with the m.s. "Peru" at Antwerp on the 26th October, 1946,

touching quays on different occasions during the past four years,

SPECIAL SURVEY, ALTERATIONS and S.R.LIST.

W done:

Vessel placed in dry dock, bottom, sternframe and rudder cleaned, examined and coated.

Windlass and steering gear examined as below.

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	1							
Removed and Faird or Repaired	13							
Faird or Repaired in place ...	11	28						See report.

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	---
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	---	(State if on Felt.)	---
Paintings	Good	Cement work	Good	Oil Bunkers	Good	When fitted, Month	---
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Year	---
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Boats	Good
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Masts, Yards, &c.	Good
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	---	Condition, how ascertained	Examined
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	None	Caulking	---	(State if wedges removed.)	---
Longitudinals	---	Have Watertight Doors been examined and found efficient?	Yes	Treenails	---	Equipment letter	---
Transverses	---	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	---	Anchors, No. of	3 B., 1 S
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	---	Cables (State if now ranged)	Yes
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	---	" length 270 f. mean diamr. 2.1/8"	---
Stringers	Good			" " at other places	---	(on board.)	---
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	---	" Rule length 270 f. size 2.4/16"	---
Have the Tanks been examined internally?	Yes			Salting	---	Chain Locker	Good
Have the Tanks been tested?	Yes				---	Hawsers & Warps	Good
					---	Standing and Running Rigging	Good
					---	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 in good condition and eligible, in my opinion, to remain as classed with fresh docking date 2,48 Got. and fresh notation of ssGot.-2,48 without special conditions.

The notation "Drilling of shell plating at 24 years or next SS thereafter" to be made in the

S.R.List in italics.

Survey Fee (per Section 29) Kr. 940:00

Fees applied for,

Special Damage or Repair Fee (if any) Kr. 700:00

16/2 1948

Travelling Expenses (if chargeable) £ : - : -

Received by me,

Second Surveyor's Fee (if any) £ : - : -

19

Committee's Minute

WED 10 MAR 1948

Character Assigned

2,48 Got without spl. cdn.

SS Got -2,48

DBS 2,48

Amend. RB

Both S. 11, 47

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Steel door
Sill 410 mm.

Wood doors
Sill 430 mm.

Hatch No.1

7100

2840

9230

Fr.55

Old Forecastle Ehd.

(Continued)

9a.

3 H.

of Gothenburg.

Continuation of Report No. 15849 dated 16th February, 1948, on the

all of the motorship "Annie Johnson", of Stockholm, No. 19310 in the Register Book.

Old equipment Number = 35515

New forecastle increase = 131

New equipment number = 35646

Particulars of new Swedish tonnages:

Gross - 5017.85

Under deck - 3981.33

Net - 3740.87

S.R. List:

Permanent repairs to stem plating carried out as above.

The insertion may be removed from the S.R. LIST.

Sten Johnson

0279 3/3



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