

1 JUN 1949

No. 12 738

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

Date of writing Report 17<sup>th</sup> June 49 When handed in at Local Office 19 Port of Copenhagen  
 No. in Survey held at Aarhus Date, First Survey 25<sup>th</sup> Nov. 48 Last Survey 14<sup>th</sup> June 1949  
 Reg. Book. 55449 on the Wood, Iron or Steel Sc. Sr. Clara (No. of Visits 22)

TONNAGE: — Built at Kiel By whom Howaldtswerke When 1925  
 GROSS 1398 Owners D/S. A/S. Myren Owners' Address (If not already recorded in Appendix to Register Book)  
 UNDER DK 1070 Managers Holm & Wonsild Port belonging to Copenhagen  
 NET 298

Surveyed Afloat or in Dry Dock? both Name of Dock A/S. Aarhus Flydedok 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.

Last Report, No.  Port

(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.

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 159 mm

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, alteration, damage repairs and wear and tear repairs. Periodical Special Survey D. Ship 24 years old.

Now done: Ship placed on pontoon, shellplating, stemframe and rudder cleaned, examined and coated. Rudder lifted, rebushed and refitted. Ship undocked May 49

Examined: All holds, tween decks, fore and afterpeak spaces, coal bunkers, engine and boiler spaces, under engines and boilers, ash shoot, plating in way of ash shoot and side lights, decks, hatchways, covers, supports, tappan lines, 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 ...	15							
Removed and Fair'd or Repaired	27			1 part.				p.t.o.
Fair'd or Repaired in place	27	83	4					

PRESENT CONDITION OF THE								
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.		
Caulking of Decks	"	Celling	"	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	Flanking	✓	(State if wedges removed.)	Cracked 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	38. 15.	
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	✓	Cables (State if now ranged)	yes 19/16	
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	✓	" length 165 fms mean diam. 1 1/2 to 1 3/4 (on board.)	19/16	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	✓	" Rule length 240 fms	19/16	
Stringers	"			" at other places	✓	Chain Locker	good	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	✓	Hawsers & Warps	"	
Have the Tanks been examined internally?	yes			Salting	✓	Standing and Running Rigging	"	
Have the Tanks been tested?	yes			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 A1 with fresh record of docking survey 5.49 and the notation of S.S. Aarhus 6.49 (Dr.). Cargo battens not fitted.

Survey Fee (per Section 29) £ 2200.00 Fees applied for, 296 1949  
 Special Damage or Repair Fee (if any) £ 3000.00  
 Travelling Expenses (if chargeable) £ 1053.75 Received by me, 19  
 Second Surveyor's Fee (if any) £ :  
 Committee's Minute FRI. 30 SEP 1949  
 Character Assigned See min. note on file

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008074-008086-0271 1/3

Has a Survey, also been held of the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to Gpm. office.



Examined internally and tested. Fore- and afterpeak tanks, all double bottom tanks, deck tank aft and F.W. tank in foredeck. All spaces previously cleared, ceiling, lining, cement and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

Owners repairs. Sideframes. Forehold p.s: 16 off reinforced with 125x10<sup>1/2</sup> in plates, 39 off cropped below deck and in way of bilge, renewed and butts welded.

Forehold sthd. 13 frames reinforced with 125x10 plates and 3 frames cropped below deck and in way of bilge, removed and butts welded. Afterhold p.s. 38 Bde frames cropped

and butts welded. Afterhold p.s. 38 Bde frames cropped below deck and in way of bilges, renewed and butts welded. Afterhold stbd. 13 frames reinforced and 26 frames

copied and measured as above. Framing in foredeck:

P.S. 13 sideframes removed. 5thd. 11 off removed and 6 off reinforced. Webframe in lowerbunker: flang. and

angle bar on inside removed. Maindeck in way of fwd. well  
std. 1 stringer plate and 4 deck plates removed, also stringer.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TWT 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.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge .....																

If Patent state name of Patentee.

If Stockless, state Mechanical Test

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

## CHAIN CABLES.

[illegible]

angle renewed. 2 deckbeams renewed. P.S. 3 deckplates renewed. Both doubling plates on deck at after end of No. 1 hatch renewed. 4 bulwark stranchions on sthd. removed, joined and replaced. Main deck in way of bridge: P.S.:  
2 stringer plates and 3 deck plates renewed. Angle on inside of frames renewed. Coal hatch partly renewed. <sup>26 shell</sup> Lug removed. Sthd. 3 deck plates and stringer angle inside frames renewed. Deck angle on c/p. bulkhead renewed.

Quarterdeck, Stbd: 4 stringer plates, 2 deck plates and stringer-



S/S. Clara

angle renewed. P.S. 2 stringer plates, 1 deck plate and stringer angle renewed. Trunk deck: 1 plate renewed. Bridge deck (galley) 3 plates renewed including angles on deck. W.T. bulkheads. F.P. b'head. All plating between T.T. and maindeck renewed including angle on peak deck, shell-angle on p.s. and 4 stringer brackets in hold. A.P. bulkhead. All plating renewed, also angle connecting c/l. b'head and A.P. b'head. Quarterdeck b'head: between Q.D. and Bridge deck renewed including 3 stiffeners, 3 brackets and angle on Q.D. C/L. Bulkheads. Plating in forehold partly renewed. Shaft tunnel: 9 top plates and 8 side plates renewed. Angles on tanktop renewed. Recess aft: 9 plates renewed. Maindeck stringer plate where extending into aft hold: renewed. Tanktop under boilers renewed. 2 revision frames (2) each side renewed. P.S. Top angle on w.t. division bulkhead renewed. Shell plating. P.S. G11 renewed. Stbd. E9. H10 renewed. A 7 p.s. stbd. removed for repairs to floors etc. under engines. <sup>STBD</sup> 6 floors, 6 intercostals, 24 vertical angles and 6 shell angles renewed. P.S. 5 floors partly renewed. 16 intercostals, 40 vertical angles and 17 shell-angles renewed. W.T. division b'head renewed. Both masts reinforced through doubling plates below deck. Hatchside coaming: Doubling plates fitted in way of steam pipes. Bulkstiffener on p.s. of N:3 hatch renewed. 3 deck plates within saloon house on bridge deck renewed. Minor repairs carried out to deck houses, catways, catway top, ventilator coamings. All air and sounding pipes renewed. All rigging renewed. All ceiling on tanktop renewed. 4 number of hatch covers renewed. All ventilator cowls renewed. 6 lengths of anchor chain cables renewed. General equipment part renewed. (Particulars please see "first entry" Rpt.)

The shell plating has been drilled in December 1947. Please see Gen. Rpt No 12323.

Damage stated to have been sustained by:

- 1) foundering on voyage Narvik - Gdynia 27.4.46.
- 2) Heavy ice
- 3) Touching submerged object voyage Gdynia - Höp
- 4) foundering
- 5) Unknown cause

1) Port side shell: A10 renewed

2) Port side shell: E6, F9.10 renewed. D5, E10.11 G3.4

fairly in place. Starboard shell: F6 renewed. F2.3 renewed, fair and replaced. F4, G2.3.4.7 fair and in place. 15 side frames fair and in place.

3) Port side shell: B2 renewed. C1.2, E1.2, F1.2 renewed.



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Rpt. 9a.

21 JUN 1949

X

Port of Copenhagen

Continuation of Report No.

12738

dated 17<sup>th</sup> June 49

on the

S/S. "Clara"

found and replaced. 2 bilgebrackets and 2 vertical margin-  
 angles removed, found and replaced. Margin angle found  
 9 ice frames removed, found, repl.  
 in place. 4) Keelplate N:3 removed. Portside shell: A4.  
 B3. 4. 9 removed, found and replaced. 16 bottom frames  
 found in place. Starboard shell: D2 removed. A3. B3.  
 C3. D5 removed, found and replaced. A2. 10. 11. C2 D1. 3.  
 found in place. 8 bottom frames found in place. 1 floor  
 cropped and partly removed, found and replaced.  
 5) Portside shell: G9. 10 removed. D2. E4. F7. 8. H8 removed,  
 found and replaced. E3. F6. G7. 8. I12. 14. 15. L13 found in  
 place. 4 stern frames found in place. 38 side frames found in place. Starboard shell: E4. 10.  
 F2. 9. G9. 11 removed. G12. H10. 12. 13. L11. I13 removed,  
 found and replaced. E6. L12 I14 found in place.  
 30 side frames found in place.

Note: The shellplate removed under "damage" should  
 originally have been removed, found and replaced, but  
 was condemned owing to bad holes, wear - and tear etc.

Copy of interim certificate attached.

Wm. J. J. J.



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Foundation