

Rpt. 8

Port HELSINGBORG

No. 3568

Date of writing Report 31.8.62.

When handed in at Local Office 31.8.62

Received London

Survey held at Helsingborg

No. of Visits 10

First Date 30.7.1962

Last Date 15.8.1962

# 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.

56543

S.S. "ODER", ex. "CECILIA FALKLAND"

Tons gross 21430

Built at Norrköping

By Whom Norrköpings Varv & Verks.

When Year 1958 Month 4

Owners Deutsche Seereederei V.E.B.

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

Managers

Port of Registry

Surveyed Afloat or in Drydock Both

Name of Dock Helsingborgs Varfs AB

Date of last examn. in Drydock 8.8.62.

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

Last Report: No. 11758 To be filled in at Head Office.

Port S.FO

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.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100AL Str.nav.ice	+ LMC
DS 4/62	ES 4/58
EW, LF at btm & S dk	CL 4/61

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined offered but not required. Freeboard as marked on ship and now verified 5 ft 11 ins. Was a damage report made by anyone else? If so, by whom? Underwr. Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE, PERIODICAL SPECIAL SURVEY "A" (Due 4.62. Ship 4 years old) and CHANGE OF OWNERSHIP. Also CONDITION OF CLASS.

DAMAGE No.1, stated to have been caused by heavy weather on voyage Bremerhaven-New York 12.59. (all plate numbers counted from aft).

- Keel plate No.10 cropped, forward part renewed.
- " " No.11 " , aft " "
- A-strake plate No.12 (ss) cropped, forward part renewed.
- A- " " No.13 (ss) renewed.
- A- " " No.14 (ss) cropped, aft part renewed.
- A- " " No.12 (ps) " , forward part renewed.
- A- " " No.13 (ps) renewed.
- A- " " No.14 (ps) cropped, aft part renewed.

DAMAGE No.2, stated to have been caused by collision with sluice walls in St. Lawrence Seaway 8.59.

- G-strake plate No.14 (ss) faired in place.
- G- " " No.15 (ss) " " " "
- F- " " No. 8 (ps) cropped, forward part removed, faired and refitted.
- F- " " No. 9 (ps) " , aft " " " " " "
- F- " " No.15 (ps) " and part renewed.
- G- " " No. 6 (ps) faired in place.
- G- " " No. 7 (ps) cropped, part removed, faired and refitted.

CONTINUATION OVER OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed (part or whole)	14							
Removed and Faired or Repaired	4							
Faired or Repaired in place	15							

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to Helsingborg Office (2) Has Interim Certificate been issued? Yes, copy attached.

### 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".

It is submitted that this ship is eligible to remain as now classed with fresh record of DS 8.62 and to have the notation of SS 8.62, without special conditions.

Iven Scherwage  
Surveyor to Lloyd's Register of Shipping

Cert

Date of Committee MONDAY - 1 OCT 1962  
Minute SS. 8.62 without spl can.  
SS. 8.62 (Sm. 8.62)

NOTES FOR POSTING

Noted for Header



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Lloyd's Register Foundation

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)

CERTIFICATE WRITER

009815-009826-02453

01 SEP 1962

7 SEP 1962

DISCLOSED SECTION

737

615

ESSR



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage and Special SURVEY "A"

Items	Now Examined	Tanks	Now Examined Internally	Now Tested
	YES NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
Rudder lifted	No	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	Yes, all except oil fuel tanks	Yes, all
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	Yes	Yes
Hold's all	Yes	Deep Tanks	Yes	Yes
'Tween Decks' all	Yes	Oil Fuel Bunkers and Settling Tanks	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	None	None
After " "	Yes	Wing Tanks	None	None
Engine Space	Yes	Other Tanks	None	None
Boiler "	None	Cargo Tanks (Tankers)		
Under Engines and Boilers	Yes			
Tunnel and Well	Yes	Cofferdams		
Coal Bunkers	None			
Chain Locker	No	Pump Rooms		
Other Spaces	None			
				Yes
				-
				Yes

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 cement in bottom been examined? None

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? None

Has a Load Line Survey been held? Yes, but renewal form not forwarded, as vessel is now registered in East Germany.  
If so, state which

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached.

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

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.

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	None
" " in way of side scuttles	Good	Cement or Asphalt	None	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained	By examination
Coamings and Casings	Good	and closing appliances	Good	(State if wedges removed)	Not examined
Beams and Fastenings	Good	Companionways and Skylights	Good	Chain Locker	
Frames	Good	Shell Openings	Good	EQUIPMENT	
Reverse Frames	None	Ash Shoots	None	Equipment Letter	"u" 1.11/16"SQ ✓
Longitudinals	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of	3 Condition Good
Transverses	Good	Freeing ports	Good	Cables (State if now ranged and examined)	Not ranged
Floors	Good	Steering Gear (Main and Auxiliary)	Good	" length	- mean diam. -
Keelsons	Good	examined and found	Good	" (on board)	-
Stringers	Good	Windlass examined and found	Good	" Rule Length	495 m. Size 1.11/16SQ
Inner Bottom Plating	Good	Pumps " " "	Good	Hawsers and Warps	Sufficient
Bulkheads and Tunnel	Good	W.T. Doors " " "	None	State if any Anchors or Chain Cable have	Yes
				now been supplied or retested, if so.	attached
				complete Report 8(Eq) and attach.	

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

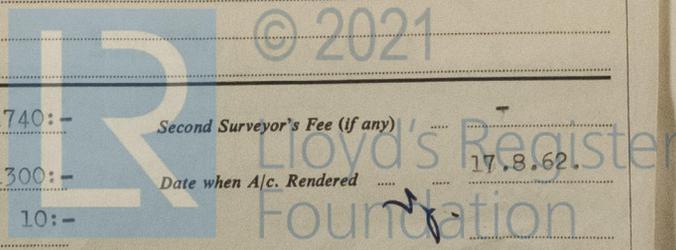
REMARKS, REPAIRS, Etc. (Contd.)

Conditions of class: Wavy bottom plating in way of No.1 keel plate and A-1 (p&s) and indented keel plates Nos.3&4 forward now permanently repaired (see damage No.1).  
Indented stem and stem plating etc. now permanently repaired (see damage No.4).  
A new bower has now been placed on board (see attached Rpt.8 (Eq)).

Endorsements of class: Slightly indented shell plates E16 (ss), A13, 14&15 (p&s) and G6, 7&8 (ps) now permanently repaired.

Survey Fee ..... Kr. 1740:—  
Special Damage or Repair Fee (if any) ..... Kr. 1300:—  
Travelling Expenses (if chargeable) ..... Kr. 10:—

Second Surveyor's Fee (if any) .....  
Date when A/c. Rendered ..... 17.8.62.



on the S.S./M.S. "ODER" (ex. "CECILIA FALKLAND").

DAMAGE No.3, stated to have been caused by collision with sluice wall in Eisenhower Dock 7.60.

- E-strake plate No.16 (ss) cropped and part renewed.
- F- " " No. 9 (ss) removed, faired and refitted.
- F- " " No.13 (ss) faired in place.
- F- " " No.14 (ss) faired in lower edge against E-16.
- F- " " No.15 (ss) " " " " " E-16.

DAMAGE No.4, stated to have been caused by collision with ferry in Lisbon harbour (date unknown).

- E-strake plate No.21 (ps), cropped, forward part renewed.
- F- " " No.20 (ps), " , " " " .
- E- " " No.21 (ss), " , " " " .
- Round stem bar faired in place.

DAMAGE No.5, date and place unknown.

- D-strake plate No.14 (ss), cropped and part renewed.
- E- " " No.14 (ss), faired in place.
- G- " " No. 8 (ss), " " " .
- G- " " No. 9 (ss), " " " .
- G- " " No.11 (ss), " " " .
- G- " " No.12 (ss), " " " .
- G- " " No.13 (ss), " " " .
- G- " " No. 8 (ps), " " " .
- G- " " No. 9 (ps), " " " .

CHANGE OF OWNERSHIP:

New Name: "ODER".  
 Port of Registry: Rostock  
 New Owners: Deutsche Seereederei V.E.B.  
 New Signal Letters: D C Z L.  
 Official number not available yet.  
 Gross tonnage (unchanged): 2143.

SS



