

8. (Received at London Office 25 SEP 1946) No. 12011
REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21-9-46 When handed in at Local Office 21-9-46 Port of Copenhagen.
No. in Survey held at Copenhagen. Date, First Survey 5-9-1945 Last Survey 20-8-1946
No. of Visits 39
175194 on the Wood, Iron or Steel "HÖEGH SILVERBEAM" (ex "Höegh Silvermann")
TONNAGE:- Built at Copenhagen By whom Burn. & Wain
ROSS 7707 Owners Skibs A/S Abaco, Anaba, Askea & Norelga
NDER DK. 6880 Managers heif Höegh & Co A/S
ET 4729
Port belonging to Oslo
Lunched When 1946

Surveyed Afloat or in Dry Dock? on pontoon Name of Dock Burn. & Wain
B=CellDBorDBa feet; uE&B feet; f feet
al capacity tons. FPT tons; APT tons; MT feet tons.
Destined Voyage ✓
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
For Special Survey.
Date of last survey and of Periodical Surveys.
Machinery and Boiler Surveys (including date of N.B., if any).
100 A 1
Class contemplated
Carrying cargo oil F.P. above 150°F in deep tank OIL ENG.
Society's Freeboard (if assigned) as painted on Ship and now verified 8 ft 11 ins.

ast Report, No. Port

riodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.

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
Was a damage report made by anyone else? If so, by whom? Magistrate surveyors

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage & alterations incl. survey for re-commissioning.
Damages stated to have been sustained thus:-

- 1) Fire aboard caused by a bomb during the war
- 2) Various damages sustained during the war.

Now done:- Vessel placed on pontoon bottom & under cleaned, examined & recoated.
1) Shellplates:-

(ss) H 11, 12 & 13; J 10 & 11; K 11 & 12; L 12 & 13 taken out, faired, annealed & replaced.
G 11 & 12; J 9 faired in place.

(ps) H 11 & 12; J 9, 10, 11 & 15; K 12 & 13; L 12 & 13 taken out, faired, annealed & replaced.
G 11 & 12; H 9 & 14 faired in place.

MARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

SENT CONDITION OF THE	good	State if Tanks have been examined inside	yes	Air and Sounding Pipes.	good	Copper, or Y.M. of Wood Vessels	✓
ing of Decks	"	State if Tanks now tested	yes	Dblng. Plates under Sounding Pipes	"	(State if on Felt).	When put on, Month
ings	"	Bulkheads	good	Engine Room Skylights.	"	Boats	good
s & Fastenings	"	Ceiling	"	Oil Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"
de Plating	"	Cement (State which.)	"	Scuppers	"	Condition, how ascertained	from deck
in way of sidelights	"	Rudder	"	Cargo Hatchways	"	(State if wedges removed)	none
thooks	"	Steering gear and its connections	"	Hatches	"	Sails	none
oms	"	Windlass	"	Planking of Wood Vessels	✓	Equipment letter	6-1
es	"	Have pumps now been examined and found efficient?	yes	Caulking	ditto	Anchors, No. of	3-1
se Frames	"	Have Sluice Valves now been examined and found efficient?	yes	Treenails	ditto	Chain Locker	good
tudinals	✓	Have Watertight Doors now been examined and found efficient?	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	yes
verses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms Pointers, & Crutches	ditto	" length 300 fms mean diamr. 2 1/4"	" Rule length 300 fms size 2 1/4"
ons	"			Timbers of Frame at openings	ditto	Hawser & Warps	sufficient
ers	"			Ditto Ditto at other places	ditto	Standing and Running Rigging	efficient
Bottom Plating	"			Stringers, Clamps & Shelves	ditto		
				Salting (State if examined.)	ditto		

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to be classed + 100 A 1 with a special notation of launched 1940, Re-commissioned 8.46.

Fees applied for, 24.9.1946.
Received by me, 19.
S. Sanderson
Surveyor to Lloyd's Register of Shipping.

FRI. 25 OCT 1946

See Gen (4E) 11475

Lloyd's Register Foundation

015338-015347-0263 1/4

31 beam brackets ~"~ ~"~ ~"~

(cont'd)

1 - 4 - removed
2 stiff? failed in place

M/S "Högl Silverbeam"

(2)

all insulation in the midships insulated spaces removed and a new insulation build in accordance with the originally approved plans. all wood hatch covers, ceiling in hold, cargo battens, planks on spar deck in way of no. 3 hatch removed.

a number of minor repairs effected.

2) 1 stemplate (soft nose) renewed.

shellplates:-

(ss) E 6 & 7, F 16, J 1 & 2, K 1 & 2, L 2, 3, 4 & 8, M 2 renewed.

N 1 & 2 taken out, faired & replaced.

E 9, F 15, H 5, 6, 7, 8, 14, 15, 16 & 18, J 3, 4, 5 & 7, L 1 faired in place.

(ps) F 16 renewed

G 13 & 14, H 8 & 15, J 5 taken out, faired & replaced.

F 11, G 4, 5, 6, 7 & 15, H 3, 5, 6, 7, 8, 13, 14 & 16, J 3, 6, 8 & 17, G 12

and 2 frames in way faired in place.

Bilge keel:- 2 lengths of bulwplate (ss) incl. 1 bar taken out, faired & replaced. a number of old rivets in sideplating (p & s) renewed.

Repairs in way of F.P. tank:-

1 floor, 4 frames, 1 deckbeam, 3 beam brackets renewed.

1 stringerplate incl. lugs taken out, faired & replaced.

a number of minor repairs effected.

Survey for alterations & re-commission of vessel:-

Vessel placed on porton bottom & under cleaned, examined & recoated.

The holds, peaks, chain locker, oil bunkers, tween decks, motor spaces (above & below platforms) and accommodation spaces cleaned & examined. Ceiling removed as required found necessary and all bilges and limbs cleaned out and examined.

The plating, framing and all steelwork scaled and coated as necessary. Plating in way of openings examined.

All SB- and peak tanks and deep tanks watertested according to Rules and examined internally.

The decks, cements, anchors, cables, masts, spars, rigging, general equipment, hatchways & supports, hatch covers, tarpauline, cleats, battens, ventilator coverings and covers and motor casings examined and found or placed in good and efficient condition.

The steering engine and its connections, the telemotor lines, windlass pumps, W.T. doors, air- and sounding pipes and doubling plates under sounding pipes examined and found or placed in good and efficient condition.

Freeboards verified.

Work carried out to bring the vessel back to her original shape before being occupied by the Germans:-

F'dl deck:- 2 stringerplates and 2 deckplates faired in place.

F'dl bld:- 1 plate cropped and part renewed.

1 plate faired in place.

M/s "Höegh Silverbeam"

(3)

- Upper deck:-
- 1 stringer plate, 1 stringer angle & 3 deck plates faired in place.
 - 1 bulwark plate renewed.
 - 2 — " — 's taken out, faired & replaced.
 - 2 rail bars — " — — " —
 - 10 bulwark stanchions incl. brackets & legs taken out, faired
 - A number of bulwark plates faired in place. (& replaced.
- Lower part:-
- 1 plate faired in place.
 - 1 stiffener taken out, faired & replaced.
 - 1 corner angle renewed.

A number of foundations and sockets etc. for guns etc. removed and the steel in way brought back to its original shape and strength.

Rudder lifted and rudder & rudder head taken down; pintles and bushes renewed and rudder & stem frame lined up on completion of work and found good.

All hatch beams with supports overhauled.

A new spare anchor (for particulars please see back of report) placed aboard. All insulation in the rest of the insulated spaces removed and a new insulation built in in accordance with the originally approved plans.

The stopping of the granulated cork carefully examined & tried in all the insulated spaces and the insulation tested by means of a cooling test on completion of work & found to be in order (For further particulars please see engine report).

All wood ceiling in holds etc. lifted and replaced with part renewals.

Wood hatch covers overhauled and part renewed.

A great number of minor repairs effected.

Copy of interim certificate forwarded herewith.

SS.