

Rpt. 8.

(Received at London Office.

14 APR 1934

No. 51783^A

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 13. 4. 34 Port of GLASGOW.

No. in Survey held at GLASGOW Date, First Survey 9th April Last Survey 11th APRIL 1934
Reg. Book. on the Wood, Iron or Steel SCREW MOTORSHIP "KARABAGH" (No. of Visits 3)28709
TONNAGE:- Built at GLASGOW By whom BLYTHSWOOD S. B. CO LTD. When
GROSS 6427 Owners BALTIC TRADING CO LTD. Owners' Address
UNDER DEK. 6085 Managers Port belonging to LONDON
NET 3863

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock GOVAN Destined Voyage MEXICO

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriation 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. S. 5-4-34

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. Offered to Owner Society's Freeboard (if assigned) as 5 ft. 10 1/2 ins. painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? Underwritten Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, Damage stated to have been caused by collision with steamer BLAIRNEY on 23rd Mar. 1934, in Rothery Dock Clydebank, Damage stated to have been caused by striking quay wall in Rothery Dock, Clydebank on 10th Feb 1933 and for General Examination.

Vessel placed in dry dock, the bottom, stemframe and rudder cleaned, examined and found or placed in good condition and repaired.

Hatchways and ventilator coverings examined.

Deck and general equipment examined and found in order.

Freeboard verified.

(OVER)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	1							
Removed and Faird or Repaired ...								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	no	Good	(State if on Felt)
Caulking of Decks	no	Engine Room Skylights	When put on, Month Year
Coamings	Good	Coal Bunkers, Open'gs, Lids, &c.	Boats
Beams & Fastenings	Good	Scuppers	Masts, Yards, &c.
Outside Plating	Good	Cargo Hatchways	Condition, how ascertained
Breasthooks	Good	Hatches	(State if wedges removed)
Transoms	Good	Blanking of Wood Vessels	Sails
Frames	Good	Caulking ditto	Equipment letter
Reverse Frames	Good	Treenails ditto	Anchors, No. of
Longitudinals	Good	Breasthooks & Stemson ditto	Cables (State if now ranged)
Transverses	Good	Transoms, Pointers, & Crutches ditto	" length size
Floors	Good	Timbers of Frame at openings ditto	" Rule length size
Keelsons	Good	Ditto Ditto at other places ditto	Hawser & Warps
Stringers	Good	Stringers, Clamps & Shelves ditto	Standing and Running Rigging
Inner Bottom Plating	Good	Salting ditto	
		(State if examined.)	

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 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel has now been satisfactorily completed and it is recommended that she be carrying petroleum in bulk classed + 100 A.I. with record of survey 4.34 and date of build to be recorded as 1,32 with notation of special surveys to date from 4.34

Survey Fee (per Section 20) £5: 5: 0	Fees applied for, 13/4/1934
Special Damage or Repair Fee (if any) £3: 3: 0	Received by me. 18/4/1934
Travelling Expenses (if chargeable) £:	
Second Surveyor's Fee (if any) £:	

Committee's Minute

Character Assigned

See fls. J.E. Rpt 51783

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

00249-00259-0109

No. 9 tank started and forward effordam tested after repairs completed.

after peak temp tested.

Vessel has been remeasured for footprint and the new markings cut in on the vessel's sides.

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.