

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7-9-1959 When handed in at Local Office 7-9-1959 Port of Istanbul

No. in Reg. Book. 34380 Survey held at Istanbul Date, First Survey 21st August Last Survey 4th September 1959 (No. of Visits 3)

on the ~~Wooden~~ Steel S.S. "UMRAN" Built at Birkenhead By whom Cammell Laird & Co. Ltd. When 1930

TONNAGE: GROSS 4949 UNDER DK. - NET 3067 Owners Riza ve Aslan Sadıkoğlu Ort. Kom. St. Owners' Address Istanbul (If not already recorded in Appendix to Register Book.) Managers - Port belonging to Istanbul

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock None Destined Voyage -

Cell/Dor DBa feet; uE & B feet; f feet; total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 1005 Port Hav

(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 Society's Freeboard (if assigned) as 3 ft 3 1/2 ins. painted on Ship and now verified

No Damage Was a damage report made by anyone else? if so, by whom? None

REPAIRS, OR EXAMINATION AS PER RULE, FOR REPAIRS

Now Done :- Attended onboard the ship at the special request of the Owners and examined & found stringer plating abreast Nos. 4/5 Hatch and No. 6 hatch, starboard side, wasted locally in several places, recommend same be renewed.

Annual Load-Line survey held at this time (report forwarded herewith.)

Repairs (W&T)

Deck:- 2 stringer plates abreast Nos. 4/5 Hatch and 1 stringer plate abreast No. 6 Hatch, starboard side renewed.

No. 3 Hatch:- port side coaming lower part cropped and part renewed.

Several cleats and wood hatch covers to all Hatches renewed.

Repairs watertested as found necessary upon completion and proved tight. (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 ...								
Removed and Fair'd or Repaired			NONE					
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Celling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder SURVEY CONFINED	Stairs ABOVE	Masts, Yards, &c.
Outside Plating	Steering gear and its connections SHIPS AFLOAT	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting	
Have the Tanks been tested?		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 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 ship so far as now seen is eligible in my opinion to remain as now classed in the Register Book without fresh record of surveys subject to set in shell plates (p & sf) and indented No. 1 Keel plate (fwd) being specially examined and dealt with as necessary at next Drydocking.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage & Repair Fee (if any) (per Sec. 29)	T.L. 350.00	Received by me,	19
Travelling Expenses (if chargeable)	T.L. 10.00		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

Noted for Header

THURSDAY 24 SEP 1959

Surveyor to Lloyd's Register of Shipping.

JOHN M. TAYLOR

Lloyd's Register Foundation

003181-003140-0117

Conditions of Class:

S.R.L.:-

Set in Shell plates (p & sf) and indented No.1 Keel plate (fwd)
being specially examined and dealt with as necessary at next Drydocking.

No opportunity was afforded the Surveyor to examine these items, as the ship lay afloat.

S.R.L. Appendix : -

Indents in shell plating (Port and Starboard) No opportunity was afforded
The Surveyor to examine these items, as the ship lay afloat.

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

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]

N. 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.