

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *30 May 1937* When handed in at Local Office *10* Port of *Helsingfors*
 No. in *Survey held at* *Abo* Date, First Survey *23/2* Last Survey *20/5* 1937
 Reg. Book. *26197* on the *Wood, Iron or Steel* *Le. Steamer "ANGRA" ex "MAUDIE"*
 TONNAGE:— *Built at* *Port Glasgow* By whom *Lithgows Ltd.* When *1920* — *9*
 GROSS *1661* *Owners* *Rederi A/B Atlanta* Owners' Address *Helsingfors*
 UNDER DEK. *Managers* *B Krogius* (if not already recorded in Appendix to Register Book).
 NET *2757* Port belonging to *Helsingfors*

Surveyed *Afloat* or in Dry Dock? *Afloat* Name of Dock *✓* Destined Voyage
B=CelDBoRDBa feet; *uE&B* feet; *f* feet
 tal capacity tons. *FPT* tons; *APT* tons; *MT* feet tons.
 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. *4865* Port *Oslo*

Periodical Surveys, when held, must be reported in detail and seriatim 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

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. *100A1 Del. 1.37*
S.S. Oslo No 3-7.33
✓ L.M.C. *MS. 11.32.*
BS. 1.37
Fitted for Car. whale *1/2 BS 11.35*
oil or other oils in
hulk having a T. Pabou *T.S. 6.36.C.L*
1500 T
NDB(2) made 04.3.12 refitted 2
 Society's Freeboard (if assigned) as *1689 Tonn.* painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? *✓*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special survey No 1.*
 The vessel has been examined afloat. The bottom of the vessel has been examined at *Tonsberg* by the surveyor at *Oslo* on the *21st January 1937*. The vessel has now been reconverted to an ordinary cargo steamer in accordance with the original plans and the attached plan of profile and decks. From this plan it appears that the side stringers in forward and after hold and web frames Nos 15, 21, 39, 61, 79 and 155 have been retained.

The special survey No 1 has been held as follows:—
 All holds, peaks, coal bunkers and machinery spaces cleaned (steamed where oil) and examined. The ceiling in bunkers removed. Steel

SUMMARY 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								

PRESENT CONDITION OF THE

Planking of Decks <i>Good</i>	State if Tanks have been examined inside <i>yes</i>	Air and Sounding Pipes <i>Good</i>	Copper, or Y.M. of Wood Vessels <i>✓</i>
Stowings <i>"</i>	State if Tanks now tested <i>yes</i>	Obing. Plates under Sounding Pipes <i>"</i>	(State if on Felt). When put on, Month <i>✓</i> Year <i>✓</i>
Stowings & Fastenings <i>"</i>	Bulkheads <i>Good</i>	Engine Room Skylights <i>"</i>	Boats <i>Good</i>
Side Plating <i>Good above L.W.L.</i>	Ceiling <i>"</i>	Coal Bunkers, Open'gs, Lids, &c. <i>"</i>	Masts, Yards, &c. <i>✓</i>
" " in way of sidelights <i>Good</i>	Cement or Asphalt (State which.) <i>Cement</i>	Oil Bunkers <i>✓</i>	Condition, how ascertained <i>by examination</i>
Fastenings <i>"</i>	Rudder <i>Good</i>	Scuppers <i>Good</i>	(State if wedges removed) <i>no fitted</i>
Transoms <i>"</i>	Steering gear and its connections <i>"</i>	Cargo Hatchways <i>"</i>	Sails <i>✓</i>
Frames <i>"</i>	Windlass <i>"</i>	Hatches <i>"</i>	Equipment letter <i>4</i>
Longitudinals <i>✓</i>	Have pumps now been examined and found efficient? <i>yes</i>	Planking of Wood Vessels <i>✓</i>	Anchors, No. of <i>3B. 1S. 1K.</i>
Transverses <i>✓</i>	Have Sluice Valves now been examined and found efficient? <i>none fitted</i>	Caulking ditto <i>✓</i>	Chain Locker <i>Good</i>
Frames <i>Good</i>	Have Watertight Doors now been examined and found efficient? <i>yes</i>	Treenails ditto <i>✓</i>	Cables (State if now ranged) <i>yes</i>
Stringers <i>"</i>	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Breasthooks & Stemson ditto <i>✓</i>	" length <i>200 ft</i> mean diam. <i>2 1/16</i>
Inner Bottom Plating <i>"</i>		Transoms Pointers, & Crutches ditto <i>✓</i>	" Rule length <i>240 ft</i> size <i>2 3/16</i>
		Timbers of Frame at openings ditto <i>✓</i>	Hawser & Warps <i>Good</i>
		Ditto Ditto at other places ditto <i>✓</i>	Standing and Running Rigging <i>Good</i>
		Stringers, Clamps & Shells ditto <i>✓</i>	
		Salting (State if examined.) ditto <i>✓</i>	

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 is eligible in my opinion to remain as now classed in the Register Book with fresh record of survey S.S. Abo No 1-37

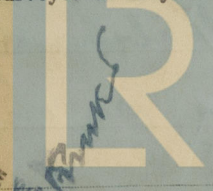
Survey Fee (per Section 20) *£ 22 : 0 : 0* Fees applied for, *29/5 1937*
 Special Damage or Repair Fee (if any) *£* Received by me, *29/5 1937*
 Travelling Expenses (if chargeable) *£ 5 : 0 : 0*
 Second Surveyor's Fee (if any) *£*

Committee's Minutes

Character Assigned *100A1*

Amens R.B. parts: S.S. No 1-37 + Lunc MS 5.37
Selected S.B. parts: & ideas for class. without
whole case re *all cond.*

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003474-003478-0162/12

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work clipped where necessary. The double bottom tanks, deep tank and the after peak tank cleaned, examined internally, tested by water pressure and cement-washed. Plating in way of the sidelights examined. Decks examined. Chain cables ranged and examined. Chain locker examined and cables replaced. Anchors, snails, rigging and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchways. Ventilator coamings and covers examined. The steering engine and its connections, steering rods, chains, blocks, rudder quadrant, tiller, steering gear, windlass junks, v. t. doors and air and sounding pipes examined. The foreboard verified. Repairs now effected due to wear and tear:—

The standing and running rigging renewed.

All pigging blocks renewed.

All sailing air holds and bunkers refilled (renewed)

All hatch covers renewed.

The cargo battens fitted in the holds and also in the bridge
tween deck.

About 12 air- and pounding pipes partly renewed.

The piston rings of the windlass renewed, and the windlass overhauled.

The hatch coamings of Nos 4 & 5 hatchways on the upper deck renewed.

The hatch beams of No 4 & 5 hatchways on the upper deck

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]

renewed.

The hatchway coaming angles of Nos. 1, 2, 4 & 5 hatchways in the tween deck renewed.

All hatch beams of the hatchways Nos. 1, 2, 4 & 5 in the
tween deck renewed.

The trunk of the No 3 hallway in the bridge tower deck renewed.

One coal hatchway in the bridge tween decks fitted on port side as on the plan.

Continued.

Rpt. 9a.

Port of *Helringfors*

Continuation of Report No. 1375 dated 30 May 1937 on the

Steamer "Ingra"

4 ventilator coamings with covers renewed on the upper deck.
4 ventilator coamings with covers renewed on the engine casing.

5 plates of the bridge deckhouse cropped and renewed

One bridge between deck bulkhead fitted in the frame 103 (see plan).

3 freeing ports on front and starb. side fitted in forward well
6 bulwark planchies removed, faired and replaced.

All the winches replaced and the steam pipes partly renewed.
One plate of the chain locker cropped and renewed.

All tarpaulins of the hatches renewed.

The wood lining in the crews accommodations aft partly renewed.

The length total of the vessel is 121.30 met.

Signed: —

Elmer Tylosch