

DISCLOSED SECTION No. 431  
REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd Aug 1950 When handed in at Local Office 22nd Aug 1950 Port of Antwerp  
No. in Reg. Book 15743 Survey held at Ruene (Ghent) Date, First Survey 19 Aug Last Survey 17 Aug 1950  
on the Wood, Iron or Steel 9/8 "KRAKOW"

TONNAGE: Built at Caen By whom Chant. Naval. Francais When 1926 2  
GROSS 2018 Owners Leguna Polska S.A. Owners' Address  
UNDER DK 1576 Managers Antwerp Shipping Lines Ltd. Port belonging to Proreclin  
NET 1121

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Ruene Destined Voyage  
Cell D B or D B a feet; u E & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT tons

N.B. All alterations in the existing records should be underlined.  
Last Report, No. 17687 Port Gen.

(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 painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? if so, by whom?  
REPAIRS, OR EXAMINATION AS PER RULE, FOR Temporary Repairs  
Now done: Examined reported leak in No. 3 Tank top (P.S.) in way of Engine room  
Repairs: El. welded doubling plate fitted.

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								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Caulking of Decks	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Coamings	Rudder	Scuppers	Boats
Beams & Fastenings	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Windlass	Hatches	Condition, how ascertained
" " In way of sidelights	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Frames	Have Stowage Valves been examined and found efficient?	Caulking	Equipment letter
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stimson	Cables (State if now ranged)
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	" length mean diamr.
Floors	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board.)
Keelsons		" " at other places	" Rule length size
Stringers		Stringers, Clamps & Shelves	Chain Locker
Inner Bottom Plating		Salting	Hawsers & Warps
Have the Tanks been examined internally?		State if examined.	Standing and Running Rigging
Have the Tanks been tested?			Sails

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 as No. 1-38."  
This vessel as now seen is in my opinion eligible to remain as classed without fresh record of survey, subject to tank top being further examined and dealt with as necessary at next Special Survey, and to all other conditions at present attached to the vessel as previously recommended.

By Fee (per Section 29) £ : : Fees applied for, 22nd Aug 1950  
Special Damage or Repair Fee (if any) £ 1750 to Received by me, 19  
Travelling Expenses (If chargeable) £ 417  
Second Surveyor's Fee (If any) £ : :  
Committee's Minute

Character Assigned. As now subject and  
TUES. 12 SEP 1950  
FRI. 24 NOV 1950  
Surveyor to Lloyd's Register of Shipping  
Lloyd's Register Foundation  
write own Lloyd's

Special General Committee  
Thursday, 14<sup>th</sup> December, 1950.  
Cassing Committee's  
decision confirmed.

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.

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

#### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Tons	Cwts. qrs. lbs.	Cwts.	qrs. lbs.			
	1st Bower											
	2nd "											
	3rd "											
	Collective Weight											
	Stream.....											
	Kedge.....											

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

#### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain } or Steel Wire }											

If Stockless, state Mechanical Test.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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