

REC'D NEW YORK OCT 25 1920

(Received at London Office

TUE. NOV. 9 1920

No. 603

REPORT of SURVEY for REPAIRS, &c.

and when
Superintendent

Writing Report: Sept. 30 1920 When handed in at Local Office: Oct. 11 1920 Port of: Portland, Oregon
Survey held at: Portland, Oregon Date, First Survey: Dec. 12 '19 Last Survey: August 20 1920
(No. of Visits: 60)
on the Wood, Iron ~~xxx~~ Steel "PARTHIA" ex "AVANCE" Master: G. Host
Tonnage:— Built at: Linton, Oregon By whom: Columbia Engineering Works When: 1919
661.52 Owners: Lars Christensen Port belonging to: Sandefjord
516.76 Owners' Address: (If not already recorded in Appendix to Register Book.)
485.91
Used Afloat or in Dry Dock? Yes Name of Dock: St. Johns Destined Voyage: Norway via Cuba

WAB

Breaking
Test of
Steel Wire
Towline.

16 = Cell DBor DBa feet; uE&B feet; f feet; }
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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

st Report, No. Port

Medical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

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.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).

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? Damage Report made Was a damage report made by anyone else? If so, by whom? Yes. A.B. & S. Fo. Board of Underwriters.

IRS, OR EXAMINATION AS PER RULE, FOR

Damage by Fire, reasons unknown on December 9, 1919 alleged to have broken out in Engine Room and travelled Aft.

MD: Planking, Ceiling, Frames, Beams, Decks, Stanchions, Houses, Deck Machinery and

things damaged or destroyed from Engine Room Aft.

COMMENDED: See Following Sheet.

RY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired ...				See text of Report				
Faired or Repaired in place ...								

T CONDITION OF THE

Good	Stringers	✓	Dblng. Plates under Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	✓
"	Inner Bottom Plating	✓	Engine Room Skylights	✓	(State if on Felt.)	✓
"	State if Tanks have been examined inside	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	Year
"	State if Tanks now tested	✓	Scuppers	✓	Boats	Good
"	Bulkheads	Good	Cargo Hatchways	✓	Masts, Yards, &c.	"
"	Ceiling	"	Hatches	✓	Condition, how ascertained	Aloft
"	Cement or Asphalt	✓	Planking of Wood Vessels	Good	(State if wedges removed)	Yes
"	(State which.)	Good	Caulking	ditto	Sails	✓
"	Rudder	Good	Treenails	ditto	Equipment letter	j
"	Steering gear and its connections	"	Breasthooks & Stemson	ditto	Anchors, No. of	3 B. 1 S. 1 K.
"	Windlass	"	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	✓
"	Have Pumps now been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	length	180 size 1 1/2
"	Have Sluice Valves now been examined and found efficient?	✓	Ditto ditto at other places	ditto	(on board)	210 size 1 1/2
"	Have Watertight Doors now been examined and found efficient?	Good	Stringers, Clamps & Shelves	ditto	Rule length	Good
"	Salting (State if examined.)	Good	Salting	ditto	Hawser & Warps	Good
					Standing & Running Rigging	Good

eral 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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This Vessel is now in a sound and efficient condition and eligible, in my opinion, to be classed as classed and have record of survey 8,20.

(per Section 28)	£	:	Fees applied for,
Damage or Repair Fee (if any)	£ 500.00	:	July 30 1920
Expenses (if chargeable)	£ 50.00	:	Received by me,
and Surveyor's Fee (if any)	£	:	Sept. 30 1920

Committee's Minute New York OCT 26 1920

Character Assigned

+12 A1 subject (Horn)
note: Arch. Lmcl. 9.19 Lmcl. 9.20
Elec. Lmcl. + DB. 19-105 lb.

HULL CERTIFICATE
WRITTEN
22-11-20

TUE. 4 JUL. 1922

FRI. JUN. 3 1921

TUE. 20 FEB. 1923

Surveyor to Lloyd's Register of Shipping.

FRI. FEB 11 1921

Lloyd's Register
Foundation

To Certificate required? If so, to be sent to

908700-008710-0023 1/3

TUE. NOV 19 1920

of Portland, Oregon

Continuation of Report No. 603 dated Sept. 30, 1920 on the

Main engine and thrust block foundations to be repaired to approval of Surveyors in attendance and all auxiliary machinery foundations, platforms, shelves and work to be fitted as originally installed.

Quarter deck to be replaced and deck rail, cap, clamps, waterways, hatches and fittings to be installed as shown on approved drawing.

Bridge deck house to be built as original and all fittings and furnishings to be supplied and installed as before.

Bridge deck to be refitted and hatches, skylights and companion ways worked as before and all deck fittings and attachments replaced as originally installed.

Pilot house repaired and refitted in same position as before and steering wheel, blocks and all interior fittings and furnishings supplied and installed as original.

All outside planking, port and starboard, from frame 34 aft to be removed down to toe of main deck beam knees. Same to be carried to original butts forward of frame 4 and to have uniform thickness carried to forward side of forward bridge bulkhead. Planking to be fastened as shown on approved drawing.

Stack, ventilators, deck pumps, winches, boats and all deck machinery attachments and fittings to be repaired or renewed as found necessary and refitted on vessel as before. Steering gear connected up and put in seaworthy condition.

Main engine and thrust block to be lifted clear of vessel. No. 1 cylinder to be renewed and Nos. 2, 3 & 4 to be renewed or repaired to satisfaction of Surveyors in attendance. Engine to be overhauled and replaced in vessel in good and serviceable condition with all pipes, fittings, valves and attachments refitted as before. Engines and shaftings to be checked and realigned if found necessary.

All auxiliary machinery including: lighting system, fire system, drainage and heating system, hand transfer pumps, compressors, electric generators, storage batteries and general service pumps to be repaired or renewed and fitted in vessel as before with valves, pipes, fittings and arrangement as originally installed.

All tanks to be overhauled and repaired tested and refitted in vessel as before with connections and arrangements as original.

Vessel to be placed in drydock, cement reefed out, oakum hawsed in and additional threads added to properly fill the seams. Caulking to be payed with heavy paint and cemented flush. Top side, deck and bulkhead caulking to be hawsed in and additional threads added as is found necessary. Vessel to be given two coats of anti-fouling paint up to light load line and balance of vessel to be painted inside and out as before.

After the completion of repairs and before acceptance, by agent main engine, steering gear, cargo handling gear, deck pumps, lighting system, fire system, bilge drainage system and all auxiliary machinery to be tested out to the satisfaction of the Surveyors in attendance, this to include a four hour river trial under full power.

NOW DONE:

All Repairs were carried out to my satisfaction and Vessel placed in as good condition, in my opinion, as prior to damage.

Note: During Repairs Vessel's ownership and nationality were changed, see accompanying copy of letter from Master.

Walter Lang



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Lloyd's Register
Foundation

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