

DISCLOSED SECTION

(Received at London Office)

24 NOV 1949

DISCLOSED SECTION

No. 25617

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th Nov. 1949 When handed in at Local Office 14th Nov. 1949 Port of ANTWERP

No. in Survey held at ANTWERP Date, First Survey 21st MARCH 1949 Last Survey 3rd NOVEMBER 1949

Reg. Book. 10683 on the Wood, Iron or Steel S.S. "GEORGY SEDOV" (AT PRESENT GIVEN AS "GEORGI SEDOV" IN R.B.)

TONNAGE: Built at GLASSGOW By whom J & W. HENDERSON & CO LTD When 1909 - 2

GROSS 1538 Owners U.S.S.R. Owners' Address MOSCOW

UNDER DK 1420 Managers Port belonging to ARCHANGEL

NET 598

Surveyed Afloat or in Dry Dock? BOTH Name of Dock NO 10 CITY DRY DOCK Destined Voyage MURMANSK

Cell DBor DBa feet; uE & B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

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. 84512 Port

(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 215"/m (312) 1718. painted on Ship and now verified REGISTER OF SHIPPING OF U.S.S.R.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY WITH A VIEW TO RECLASSIFICATION IN THE REGISTER BOOK

SPECIAL SURVEY (SHIP 30 YEARS OLD) NOW DONE:- Ship placed in dry dock, bottom and rudder cleaned, examined and coated (last seen in dry dock 24th June 1949)

EXAMINED:- All holds, decks, 'tween decks, engine and boiler spaces, under engines and boilers, bunkers, ash shoots, Anchors and cables, chain locker, Fore Peak tank (internally), Fore Peak spaces, after Peak tank (internally) after Peak spaces, All D.B. tanks (internally), plating under sidelights, masts, Rigging, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, Ventilators, Air & sounding pipes, scuppers & discharges, steering gear, auxiliary steering gear, windlass, pumps, W.T. doors, general equipment & Freeboards checked.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE								
Decks	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.		
Caulking of Decks	GOOD	Ceiling	GOOD	Coal Bunkers, Openings, Covers, &c.	GOOD	(State if on Felt)		
Coamings	GOOD	Cement	GOOD	Oil Bunkers		When fitted, Month	Year	
Beams & Fastenings	GOOD	Rudder	GOOD	Scuppers	GOOD	Boats	GOOD	
Outside Plating	GOOD	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD	Masts, Yarn, &c.	GOOD	
" " in way of sidelights	GOOD	Windlass	GOOD	Hatches	GOOD	Condition, how ascertained	DURING CONSTRUCTION	
Frames	GOOD	Have pumps been examined and found efficient?	YES	Planking		(State if wedges removed.)		
Reverse Frames	GOOD	Have Sluice Valves been examined and found efficient?	NONE	Caulking		Equipment letter		
Longitudinals		Have Watertight Doors been examined and found efficient?	YES	Treenails		Anchors, No. of	3 B. - 15.	
Transverses		Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson		Cables (State if now ranged)	YES	
Floors	GOOD	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches		" length 241 FMS. mean diamr 1 1/8"		
Keelsons	GOOD	Doubling Plates under Sounding Pipes	GOOD	Timbers of Frame at openings		" Rule length 240 FMS. size 1 1/8"		
Stringers	GOOD			" " at other places		Chain Locker	GOOD	
Inner Bottom Plating	GOOD			Stringers, Clamps & Shelves		Hawsers & Warps	GOOD	
Have the Tanks been examined internally?	YES			Saling		Standing and Running Rigging	GOOD	
Have the Tanks been tested?	YES			State if examined.		Coils		

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 a good & efficient condition and eligible, in my opinion, to have the class "100 A1 SHELTER DECK WITH FREEBOARD" re-inserted in the Register Book, with fresh drydocking date 6.49 and to have the notations of "S.S. Ant-11.49 (Dr)" also. "RE CLASSED 11.49" - "STRENGTHENED FOR NAVIGATION IN ICE" - "CARGO BATTENS NOT FITTED" - "E.S.D" - "D.F."

Survey Fee (per Section 29)	Reclass	Frs. 206.65	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)		Frs. 77.15	22.11.10.49	
Travelling Expenses (if chargeable)		Frs. 58.00	Received by me,	
Late attendance		Frs. 16.00	19	
Second Surveyor's Fee (if any)				

Committee's Minute

Character Assigned

Reinstall: +100 A1 Shelter deck with freeboard. Cargo battens not fitted. Write Ant. 6.49 Ant S.S. Ant-11.49 (Dr) - L.A.F.C.P. (1.38) Strengthened for navigation in ice LMC 11.49 + N.B. made '30 fitted '34 Re-classed 11.49

If so, is the Report sent now, or when will it be sent?

MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the spaces for Committee's Minutes.)

Is Certificate required? If so, to be sent to Antwerp office

617800 - 617800 - 117800

all spaces cleared and cleaned and all ceiling in holds removed as required for examination

Shell plating drilled with results as shown on "drilling sheet" attached.

TESTED:- All D.B. Tanks and Fore and After Peak Tanks.

REPAIRS (WEAR & TEAR):-

SHELL PLATES RENEWED (PLATES NUMBERED FROM FORWARD.)

KEEL PLATES NOS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, & 14. --- 13 PLATES.

A STRAKE (PORT SIDE) NOS 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 & 15. --- 13 PLATES.

A STRAKE (STARBOARD SIDE) NOS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 & 15. --- 12 PLATES.

B STRAKE (PORT SIDE) NOS 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14. --- 12 PLATES.

B STRAKE (STARBOARD SIDE) NOS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 & 14. --- 11 PLATES.

C STRAKE (PORT SIDE) NOS 3, 4, 5, 6, 7, 8, 9, 10, 11, & 14. --- 10 PLATES.

C STRAKE (STARBOARD SIDE) NOS 4, 5, 6, 7, 8, 9, 10, 11, & 14. --- 9 PLATES.

D STRAKE (PORT SIDE) NOS 4, 5, 6, 7, 8, 9, 11 & 14. --- 8 PLATES.

D STRAKE (STARBOARD SIDE) NOS 4, 5, 6, 8, 9, 11 & 14. --- 7 PLATES.

E STRAKE (PORT SIDE) NOS 4, 5, 6, 7, 8, 9, 10 & 15. --- 8 PLATES.

E STRAKE (STARBOARD SIDE) NOS 4, 5, 6, 7, 8, 9, 10 & 15. --- 8 PLATES.

F STRAKE (PORT SIDE) NOS 9 & 11. --- 2 PLATES.

F STRAKE (STARBOARD SIDE) NOS 4, 5, 7, 8, 9, 10 & 11. --- 7 PLATES.

G STRAKE (PORT SIDE) NOS 1, 2 & 10. --- 3 PLATES.

G STRAKE (STARBOARD SIDE) NOS 1, 2, 8, 9, 11 & 12. --- 6 PLATES.

H STRAKE (PORT SIDE) NOS 1, 2, 12, 13 & 14. --- 5 PLATES.

H STRAKE (STARBOARD SIDE) NOS 1, 2, 7, 11, 12, 13 & 14. --- 7 PLATES.

J STRAKE (PORT SIDE) NOS 1, 2, 12, 13, 14, 15, 16 & 17. --- 8 PLATES.

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

EQUIP. LETTER AS APPROVED = "P".

ANCHORS.

NOTE: ANCHORS NOW SUPPLIED ARE AS PER OWNERS REQUIREMENTS.

Number of Certificate.	Anchors.	WEIGHT, EX. 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.	Cwts. qrs. lbs.			
23120	1st Bower	34 2 14		32 1 3 14				BYERS TYPE STOCKLESS	NOT KNOWN	LPH-BG. 11/10/46
41146	2nd "	33 2 0		31 5 0 0				BYERS IMPROVED STOCKLESS	W.L. BYERS	LPH-S. 2/9/41
54405	3rd "	32 2 14		30 11 3 14				- D -	NO 1 M. W. H. W.	LPH-S. 20/4/49
	Collective Weight	100 3 0				87 0 0		ORDINARY FORCED STEEL STOCK ANCHOR	NOT KNOWN	LPH-BG. 26/6/49
25263	Stream.....	9 0 7	2 1 21	11 2 2 0		7 3 0				F.W. DOVEY
	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.	Station.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
11983	30/3	1 1/16	47 1/2	66 1/2	40-0-21		30/3	1 1/16	SHO LINK	RICHARD SYKES & SON.	L.P.H.-N. 4/8/49 W.V. NORMAN.
	From Steam Cable or Steel Wire	7/5	3 1/4	29-3			75-3/4	4/16	R.S.M.R.		

J STRAKE (STARBOARD SIDE) NOS 1, 2, 3, 11, 13, 14, 15, 16 & 17. --- 9 PLATES.

SHELL PLATES REMOVED, FAIRED & REPLACED (PORT SIDE) G NOS 12; (STARBOARD) G NOS 3 (2 PLATES).

" " FAIRED IN PLACE (PORT SIDE) D NOS 3 & 10; F NOS 2, 6, 8 & 10; G NOS 3, 8, 11 & 13; H NOS 3, 4, 6, 7, 8, 9 & 10; J NOS 3, 4 & 6. (STARBOARD) B NOS 2, D NOS 2 & 3; G NOS 4 & 10; H NOS 4, 9 & 10; J NOS 4, 9 & 10 & 12. (32 PLATES)

TOTAL PLATES RENEWED = 149 : TOTAL PLATES REMOVED & FAIRED = 2. TOTAL PLATES FAIRED = 32.

MAIN FRAMING (PORT SIDE) NOS 57 & 59 TO 72 (INCLUSIVE) RENEWED: --- 15 FRAMES (P.S.)

" " (STARBOARD SIDE) NOS 48, 52, 54, 56, 57, 59 TO 72 INCL. & 97 TO 106 INCL. --- 29 FRAMES (S.S.)

CANT FRAMES: 8 IN NO FRAMES RENEWED.

TOTAL MAIN FRAMES RENEWED = 44.

(CONTINUED SEE CONTINUATION SHEET I.)

S.S. "GEORGY SEDOV." - REPAIRS (WEAR & TEAR) CONTINUED:-

MAIN FRAMING: REMOVED, FAIRED & REPLACED (PORT SIDE) FR NOS 1, 2, 3, 4, 140 & 142

(STARBOARD SIDE) FR NOS 1, 3, 4, 45, 47, 49, 51, 53, 55 & 60: --- TOTAL 17 FRAMES.

MAIN FRAMING: FAIRED IN PLACE (PORT SIDE) FR NOS 11, 31, 40, 136 & 138: (STARBOARD SIDE) FR NOS 88, 89, 90, 91, 92, 93, 94, 95 & 96: --- TOTAL 14 FRAMES.

CANT FRAMING REMOVED, FAIRED & REPLACED: 2 IN NO FRAMES: FAIRED IN PLACE - 2 IN NO FRAMES.

SHELTER TWEEN DECK FRAMES RENEWED (PORT SIDE) FR NOS 2, 4, 6, 8, 10, 12, 14, 18, 20, 22, 24, 26, 36, 38, 40, 42, 44, 46, 49, 51, 73, 75, 77, 79, 81, 83, 129, 131, 133, 135, 137, 139, 141, 143, & 145.

(STARBOARD SIDE) FR NOS 0, 1, 2, 4, 6, 8, 10, 12, 14, 18, 30, 31, 32, 33, 34, 35, 36, 38, 40, 42, 44, 46, 47, 48, 49, 51, 53, 54, 55, 73, 75, 77, 79, 81, 83, 87: --- TOTAL 54 DECK FRAMES RENEWED = 71.

UPPER SIDE STRINGERS (PORT SIDE) RENEWED BETWEEN FR NOS 10 & 45 & BETWEEN FR NOS 53 & 72.

MIDDLE SIDE STRINGER (PORT SIDE) " " FR NOS 57 & 72.

LOWER SIDE STRINGER (PORT SIDE) " " FR NOS 56 & 72.

UPPER SIDE STRINGER (STARBOARD SIDE) " " FR NOS 47 & 72 & BETWEEN FR NOS 92 & 106.

MIDDLE SIDE STRINGER (STARBOARD SIDE) " " FR NOS 46 & 72 & BETWEEN FR NOS 79 & 106.

LOWER SIDE STRINGER (PORT SIDE) " " FR NOS 49 & 106.

DOUBLE BOTTOM TANKS:-

TANK TOP PLATING:- 19 IN NO tank top plates renewed (this includes tank top plating in E & B spaces which has been completely renewed.)

FLOORS: RENEWED:- 36 IN NO. - PARTLY RENEWED:- 56 IN NO. FAIRED IN PLACE:- 12 IN NO.

" REMOVED, FAIRED & REFITTED:- 2 IN NO.

CENTRE GIRDER RENEWED BETWEEN FLOORS NOS 10 & 14, 46 TO 108 & 120 TO 125.

ADDITIONAL GIRDERS UNDER ENGINES RENEWED BETWEEN FLOORS 53 & 58 (P.S.) & 47 TO 58 (S.S.)

INTERCOSTAL SIDE GIRDER: INBOARD GIRDER (PORT SIDE) RENEWED BETWEEN FLOORS 28 & 46, 54 & 73; 77 & 84, 86 & 88 & 102 & 106: OUTBOARD GIRDER (PORT SIDE) RENEWED BETWEEN FLOORS 40 & 46 & 55 & 72.

INBOARD GIRDER (STARBOARD SIDE) RENEWED BETWEEN FLOORS NOS 28 & 47; 54 & 75; 80 & 82 & 102 & 108: OUTBOARD GIRDER (STARBOARD SIDE) RENEWED BETWEEN FLOORS NOS 40 & 47; 55 & 73 & 84 & 86.

RIVETING IN D.B. TANKS: About 1000 defective rivets were renewed.

W.T. BULKHEADS.

W.T. BHD. NO 10 (AFTER PEAK BHD.) Plating completely renewed.

" " NO 46 (AFT END OF E.R.) 2 IN NO plates renewed.

" " NO 79 (FORE END OF B.R.) 13 IN NO plates renewed.

" " NO 106 (BETWEEN NOS 1 & 2 HOLDS) 4 IN NO plates renewed.

" " NO 132 (FORE PEAK BHD.) 5 IN NO plates renewed and 1 IN NO plate removed & faired.

FORE PEAK TANK:

W.T. FLAT: 2 IN NO plates renewed. UPPER & LOWER SIDE STRINGERS (P & S) renewed.

TIE BEAMS AT FR NOS 133 & 137 - renewed. WASH PLATE: renewed.

MAIN DECK:-

8 IN NO stringer plates renewed (4 PORT & 4 STARBOARD)

29 IN NO deck plates renewed.

5 IN NO BEAMS renewed, 1 IN NO partly renewed & 7 IN NO faired in place.

SHELTER DECK:-

4 IN NO stringer plates renewed (1 PORT & 3 STARBOARD). 28 IN NO deck plates renewed.

a few sundry tie plates also renewed. Doubling plates fitted in way of masts & ventilator openings.

3 IN NO deck beams renewed & 1 beam faired in place.

SHAFT TUNNEL:- Tunnel recess top plating renewed & 2 side plates renewed

(CONTINUED IN SHEET NO 2.)

Lloyd's Register

10m, 12.47. T. (MADE AND PRINTED IN ENGLAND)

008711-008749 11800

S. S. "GEORGY SEDOV."REPAIRS (WEAR & TEAR) CONTINUED:-

STERN FRAME: A new forged steel sternframe has now been fitted (The stern-frame was supplied by the Russian Government (U.S.S.R.) and made to the requirements of the "Register of Shipping of the U.S.S.R." The scantlings are in excess of those required by The Society. A copy of test certificate is attached.

RUDDER HEAD. A new forged steel rudder head has now been fitted, a copy of forging certificate N^o 11.396 is attached to this Report.

RUDDER PINTLES & BUSHES: completely renewed.

STEERING GEAR (POWER & AUXILIARY) Completely overhauled & refitted.

Quadrant plate renewed, all steering chains examined, tested to Rule requirements & refitted. A complete set of spare gear as required by the Rules now supplied.

MASTS & RIGGING: Fore and main masts together with all rigging and derricks renewed, tested and found satisfactory.

WINDLASS: Completely overhauled, both cylinders & one cable lifter renewed.

AIR & SOUNDING PIPES: Renewed throughout.

HATCHWAYS: Shifting beams, shoes, cleats, battening arrangements wood covers (fitted with galv^d metal ends) & Taraulins, overhauled throughout & renewed or repaired as found necessary to comply with Rule requirements.

ANCHORS & CHAIN CABLES:-

3 Bower Anchors and 1 stream (stock) Anchor also 30²/₃ fathoms of stud link chain cable have now been supplied & placed on board and verified with the certificates of test (for particulars of which, see back of Report 8.)

207 fathoms of 1¹/₁₆" dia chain cable, plus 4 short "swivel" lengths (each about 1 fathom in length) were removed from the ship, tested to Rule Requirements, found satisfactory, and replaced on-board. The vessel's equipment therefore consists of 3 Bower (stockless) Anchors, 1 stream (stock) Anchor, and 241 fathoms of 1¹/₁₆" dia. stud link chain cable.

HAWSERS, WARPS, TOWLINE & STREAM WIRE:- A complete new set of Flex. steel wire and manilla ropes as required by the Society's Rules has now been supplied.

HAWSE PIPES:- Port and starb^d hawse pipes renewed.

SCUPPERS & SANITARY DISCHARGES: All scuppers and discharges (new) fitted in accordance with the drawing approved by the Society 27/5/49.

A considerable number of minor repairs were also done at this time.

GENERAL DECLARATION:-

The vessel's scantlings have been verified and found to be in accordance with those shown on the approved plans of Midship Section, Profile and deck plan, & Midship deckhouses returned to this Office with the Secretary's letter dated 13th May 1949.

The Society's Rules & Regulations for "Navigation in Ice", insofar as they apply to the vessel, have been complied with.

The Freeboards, which are assigned by the Russian Authorities and which have been approved by the Committee, per the Secretary's letter ref. F dated 19th August 1949, have been verified and reported per Antwerp letter dated 3rd November 1949.

(CONTINUED IN SHEET N^o 3)

S.S. "GEORGY SEDOV" (CONT^d FROM SHEET N° 2.)

CAPACITIES OF BALLAST TANKS:- The capacities of Fore and after Peak tanks and double bottom tanks are the same as now recorded in Register Book (INSERT IN R.B. CELL D.B. 199th 331.t.)

ECHO SOUNDING DEVICE:- The echo sounding device has been overhauled and refitted, makers:- Hughes & Sons, London, Admiralty type; Challenger system. It is submitted that "E.S.D." be inserted in the Register Book.

DIRECTION FINDER:- Now fitted - makers - Marconi International Marine Communications, Type 758. It is submitted that "D.F." be inserted in the Register Book

The Anchors and chain cables having been satisfactorily tested to the Society's requirements, it is submitted that the notation "L.A. & C.P." be inserted in the Register Book.

BULKHEADS:- 5 BH. (COLL. BHD TO SH. DK., 4 BHDS. TO 2ND DK.)

LENGTH OVERALL:- 254.75 FEET.

CEMENT:- laid throughout on bottom of all D.B. & Peak tanks (cem.)

CARGO BATTENS HAVE NOT BEEN FITTED.

THE FOLLOWING PLANS AND CERTIFICATES ARE FORWARDED WITH THIS REPORT:-

- (1) GENERAL ARRANGEMENT (2 PLANS.) showing ship as now refitted.
- (2) FORGING CERT. N° 11,396 FOR RUDDER HEAD.
- (3) FORGING CERT. N° 590 FOR FORGED STEEL STERNFRAME

NOTE:- The vessel's name is now given by the Russian Authorities, as "GEORGY SEDOV" instead of "GEORGII SEDOV" as now appearing in the R.B. it is submitted the Register Book be amended accordingly.

J.H.Y.



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Lloyd's Register
Foundation