

S.S. PRAVDA

Upper side stinger:- 13 intercostal plates removed, joined & refitted. Stinger angle removed, joined & refitted, 21 shell angles removed, joined & refitted.

Middle side stinger:- Stinger angle parts removed, joined & refitted. 17 shell angles removed, joined & refitted; 9 intercostal plates removed, joined & refitted.

Lower side stinger released and re-wired as required.

Current chocks in way of above removed as required.

2 half deck beams removed, & 1 joined in place.

Deck plating (upper):- 1 Stinger plate renewed. 1 A stroke plate removed, joined & refitted. 1 B stroke plate joined in place.

Doubling plate in way of bollard removed, joined & refitted.

Deck stinger angle renewed as required.

1 Bulwark plate renewed. Washport frame & door removed, joined & refitted. Bulwark rail angle part removed. 1 bulwark stanchion removed & 1 removed, joined & refitted. 3 bulwark stiffener angles removed, joined & refitted.

Tronking on fashion plate of winch deck side plating, joined in place with plating, plating generally joined in place, & 2 frames removed, joined & refitted. Stiffening brackets in connection with this plating removed, repaired & refitted & renewed as required.

All removals necessary for carrying out the repairs, replaced & made good as necessary.

Hatches & vents examined & found good.

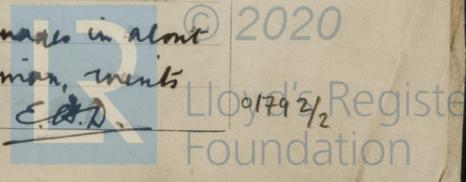
The vessel is stated to have sustained damage through contact with ice during voyage from Leningrad to Liverpool on 4th to 21st February 1931.

On examination the following damage was found:-

Port side. From break of bridge aft, from sheerstrake to bilge set in bodily; also H 5 & F 6, from forward, indented.

Starboard side. From aft break of winch deck side plating forward, from sheerstrake to bilge set in bodily; also (from aft) E 7, G 7, H 6, 7, 8 & 9, J 7, 8, 9, 10 & 11; 2nd below sheerstrake to 1 forward all indented & corrugated. The riveting & caulking in way of this damage has now been examined & approximately 400 rivets cut out and renewed, and caulking in way overhauled.

Damage was also found on the bottom, stated to have been caused by submerged object in Ranzond Fnd, homegian Coast, July 1930. On port side, from aft, A 1, 2 & 3; B 1, 2 & 3 were found set up and corrugated. The owner representative stated that it is the intention to deal with these damages in about 3 months time in Russia, which proposal in my opinion, merits the Committee's favorable consideration.



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

ANCHORS.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

Iron Stream Chain or Steel Wire...

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.