

18 MAR. 1931

81757	on the Wood, Iron or Steel SE. PRAVDA.				
TONNAGE:—	Built at Leningrad	By whom Baltic S. B. & E. Works	When 1928	YEAR.	MONTH.
GROSS 2513	Owners Sorking/Kot	Owners' Address (if not already recorded in Appendix to Register Book).			
UNDER DEK 2032	Managers	Port belonging to Leningrad.			
NET 1387					

<p>N.B.—All alterations in the existing records should be <u>underlined</u>.</p> <p>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.</p>		<p>CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.</p>	<p>Years Assigned to service—expired.</p>	<p>Machinery and Boiler Surveys (including date of N.B., if any).</p>
<p>1</p>		<p>7 100A.1.</p>		<p>7 L.M.C. 728.</p>

(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.....)

Strengthened for navigation in ice

Yes, not required

Was a damage report made by anyone else? If so, by whom? *Bushnell, Fletcher King.*

Vessel placed in drydock and the following damage repairs were carried out:-

1 " " " " " " fared in place.
1 " " 2ND " " " " removed, fared & re-fitted.

4 beam knees, removed, joined & refitted & renewed.

PRESENT CONDITION OF THE _____

Said State if Tanks have been examined inside _____ Dblg. Plates under Sounding Pipes _____ Copper, or Y.M. of Wood Vessels _____

General Observations, Opinion as to Class, Recommendation, &c.:—

This vessel so far as seen is now in efficient condition, and is eligible in my opinion to remain as classed with fresh record of Survey.

Repaired in 1931
 by Fee (per Section 29) £
 Fees applied for, 20 MAR 1931
 15 15 2

Second Surveyor's Fee (if any) £ *0.00*
 Committee's Minute
 LIVERPOOL 20 MAR. 1931 TUE. 7 JUL 1931

Work done
20 28/3/31 Strengthened for nav: in ice. 010631-010639-01

S.S. PRAVDA

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

bindle side stringer:- Stringer angle part 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 checks in way of above removed as required.

2 half deck beams removed, & joined in place.

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

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

Deck stringer angle renewed as required.

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

thouling on fashion plate of which 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 & secured 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, ^{towards aft end} from sheerstake to
lilac set in bodily; also "H" 5' x F 6' from forward, ^{inverted} _{convex}.

Starboard side. From aft break of winch deck side plating forward, from sheerstake to ledge set in bodily; also (from aft) E 7, G 7, H 6, 7, 8 & 9. J 7, 8, 9, 10 & 11; 2nd below sheerstake ho. 1 forward all indented & corrugated. The riveting & caulking in way of this damage has now been examined & approximately 4000 rivets cut out and renewed, and caulking in way overhauled.

Damage has also found on the bottom, stated to have been caused by submerged object in Rangsund Fjord, Norwegian 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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Foundation

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.			
	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.

[illegible]

Iron Stream Chain
or Steel Wire...