

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8/10 1946 When handed in at Local Office 8/10 1946 Port of SPLIT
 No. in Survey held at Susak Fiume and Split Date, First Survey 27/5 Last Survey 4/10 1946
 Reg. Book 1939-40 on the Wood Iron or Steel SS. "HRVATSKA" (No. of Visits 17)
 75349 28259

TONNAGE: Built at Kiel By whom Howaldtswerke When 1891 MONTH 11
 GROSS 492 Owners Jadranska Plovidba D.D. Owners' Address _____
 UNDER DK. --- Managers _____ Port belonging to Susak
 NET 303 (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? both Name of Dock Supaval Destined Voyage _____
 Cell/D/Bor/D/Ba _____ 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. 1015 Port Sak

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>1001</u> <u>640</u>	
<u>ss.Ssk 3rd No.3-12,29</u>	
<u>ss.Ssk No.2-38</u>	<u>3MG MS 5,38</u>
	<u>DS 3,39</u>
	<u>OG 4,37</u>

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 } 5 1/4" ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR PERIODICAL SPECIAL SURVEY (Dr) for Reinstatement of Class

Vessel placed in dry dock. Bottom and rudder cleaned, examined and recoated. Shell plating drilled to Rule requirements (drilling sheet herewith). Bunkers, holds, peak spaces and chain locker cleared, all ceiling removed, accommodation spaces stripped of wood. Steel work scaled, examined and recoated throughout. Plating under side lights found or made good. Engine and boiler spaces examined, now in good condition and coated. Broken cement in bilges renewed. D.B. tank sealed, examined, cement washed and tested to Rule requirements. Decks, casings, hatches and coamings, skylights, ventilators and coamings, masts and rigging, steering gear and connections, air and sound-ding pipes, windlass, pumps, boats and general equipment examined, now in order. Anchors examined and cables ranged. Freeboard verified.

REPAIRS NOW EFFECTED: Rudder lifted, bottom pintle rebushed and locking pintle renewed.

Shell plates (counting from aft):
 Port side: C2, D2, E2, E7 renewed, D8 faired in place.
 Stbd. side: C2, D2, E3, F4, F8, F9 renewed, E8 cropped and part renewed.

P.T.O.

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

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>Good</u>	Ceiling	<u>Good</u>	Coal Bunkers, Openings, Covers, &c.	<u>Good</u>	(State if on Felt.)	---
Caulking of Decks	"	Cement or Asphalt	"	Oil Bunkers	<u>---</u>	When fitted, Month	---
Coamings	"	Rudder	"	Seuppers	<u>Good</u>	Year	---
Beams & Fastenings	"	Steering gear and its connections	"	Cargo Hatchways	<u>"</u>	Boats	<u>Good</u>
Outside Plating	"	Windlass	"	Hatches	<u>"</u>	Masts, Yards, &c.	<u>"</u>
" " in way of sidelights	"	Have pumps been examined and found efficient?	<u>Yes</u>	Planking	<u>---</u>	Condition, how ascertained	<u>renewed</u>
Frames	"	Have Sluice Valves been examined and found efficient?	<u>---</u>	Caulking	<u>---</u>	(State if wedges removed.)	<u>h</u>
Reverse Frames	"	Have Watertight Doors been examined and found efficient?	<u>Yes</u>	Treenails	<u>---</u>	Equipment letter	<u>3B 1S</u>
Longitudinals	<u>---</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson	<u>---</u>	Anchors, No. of	<u>Yes</u>
Transverses	<u>---</u>	Air and Sounding Pipes	<u>Good</u>	Transoms, Pointers & Crutches	<u>---</u>	Cables (State if now ranged)	<u>Yes</u>
Floors	<u>Good</u>	Doubling Plates under Sounding Pipes	<u>"</u>	Timbers of Frame at openings	<u>---</u>	" length <u>195</u> mean diam.	<u>1 1/32</u>
Keelsons	"			" " at other places	<u>---</u>	(on board)	<u>1 2/16</u>
Stringers	"			Stringers, Clamps & Shelves	<u>---</u>	" Rule length <u>195</u> size	<u>---</u>
Inner Bottom Plating	"			Salting	<u>---</u>	Chain Locker	<u>Good</u>
Have the Tanks been examined internally?	<u>Yes</u>					Hawsers & Warps	<u>"</u>
Have the Tanks been tested?	<u>Yes</u>					Standing and Running Rigging	<u>"</u>
						Sails	<u>---</u>

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 ss No. 1-38."

This vessel is now in good and efficient condition and eligible, in my opinion, to have her class + 100A1 reinstated in the Register Book with record Spt 10,46 and notation ss.Ssk - 10,46(Dr).

Survey Fee (per Section 29) 16,740.- Fees applied for, 23/10 19 46
 Special Damage or Repair Fee (if any) 8,300.- Received by me, _____
 Travelling Expenses (if chargeable) 900.-
 Second Surveyor's Fee (if any) 400.-
 Committee's Minute. FRI. 29 NOV 1946

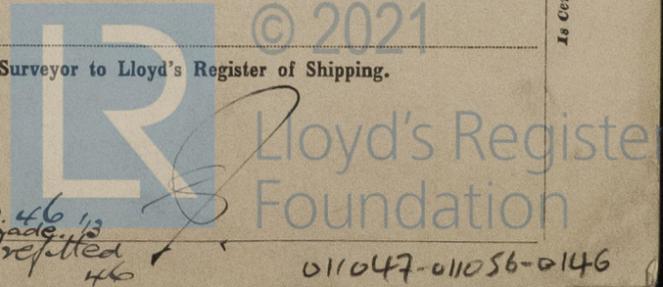
Character Assigned Reinstated: +100A1
NSR Spt. Re-classed 10.46 10.46 Spt. LMC 10.46 1/3
S 10.46(OG) S.S. Ssk -10.46 (Dr) +NB refitted
 CERTIFICATE WRITTEN

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

1026
87403

(2)

Is Certificate required? If so, to be sent to _____ This office



011047-011056-0146

The strakes J & H, being the poop, bridge and forecastle side plating, renewed complete.

Framing in holds and bunkers:

Stbd. side: 16 in No. frames and reversed frames cropped and part renewed,
10 in No. frames and reversed frames taken off, faired and replaced.
26 in No. frames and reversed frames faired in place.

Port side: 14 in No. frames and reversed frames cropped and part renewed,
1 in No. frame and reversed frame faired in place,
8 in No. tank side brackets renewed.

Side stringers: in holds and bunkers port and stbd. side partly renewed.

Bunker casings: port and stbd. side and E.R. aft bulkhead on stbd. side cropped and part renewed.

Decks: upper deck plates in way of saloon aft and in the forecastle renewed complete.
Stringer and tie plates and wood sheathing of the superstructure decks renewed complete.

Boiler casing partly renewed.

All wood lining in saloons, cabins and crew quarters renewed.

Both masts and rigging renewed.

New life boats supplied.

All ceiling, floors, cargo battens and hatch covers renewed.

All side lights taken off, overhauled and refitted.

Poop and Bridge have now been combined: the J & H strakes of shell plating are now running continuously to the Bridge front bulkhead without openings, and also the deck is now continuous. The length of the combined superstructure is 101 feet. The aft hatch has been trunked from the superstructure to the main (upper) deck.

As far as could be ascertained, this ship was under Survey at Split from September 1940 till April 1941; it would appear that the case has not been reported to the Committee due to repairs and the Survey not having been completed at the outbreak of war in Yugoslavia. The repairs were, subsequently, terminated and the vessel replaced in commission. Notes drawn up on the case by the Surveyor H.G.L. Pilditch were found in the old Surveyors Journal and are attached to this Report. Repairs and alterations to the construction under and around the boiler, to which these notes refer, have now been examined and found in order.

N.B.—If this Report is copied by Copying Press, special 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.				
						Cwts.	qrs.			lbs.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			

Iron Stream Chain or Steel Wire }

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

