

REPORT of SURVEY for REPAIRS, &c.

21.7 25 When handed in at Local Office 24.7 25 Port of *Finn*
 No. in Survey held at *Finn* Date, First Survey *14.8.24* Last Survey *3.3* 1925
 g. Book. *2467* on the *Wood, Iron or Steel* *SAIL SCHOOER SAVA or JELKA*
 TONNAGE: *147.61* Built at *Hadkramal* By whom *H. Moulder* When *1917* MONTH
 GROSS *125.25* Owners *Beton Grad. IT* Owners' Address *Split*
 UNDER DECK *105.33* Managers Port belonging to

Surveyed Afloat or in Dry Dock? *both* Name of Dock *Panther Quarnas* Destined Voyage *Atlantic Coast*
 WB=CellDBorDBa feet; uE&B feet; f feet }
 total 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 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.

Last Report, No. Port

Periodical Surveys, when held, must be reported in detail and serialism 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.

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 ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

ss N° 3 for Classification & Damage repairs.

now done: The vessel placed on pontoon the outside plating stem stern frame & rudder cleaned examined repaired as recommended now good.

Rudders lifted gudgeons polished and pintles renewed. The thicknesses of outside plating determined by drilling as per rule the result herewith enclosed for consideration of the Committee.

Chain cables ranged examined compared with test Certificate and found in order. A length of 13/16" diameter require to put on board as per table 53 of our Rules. Anchors examined compared with Certificate and found in order. General equipment in order and complete. Scales and Hold examined cleaned repainted as necessary now good. Engine Space P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Decks <i>good</i>	State if Tanks have been examined inside <i>✓</i>	Dblg. Plates under Sounding Pipes <i>✓</i>	Copper, or Y.M. of Wood Vessels <i>✓</i>
Caulking of Decks <i>✓</i>	State if Tanks now tested <i>✓</i>	Engine Room Skylights <i>good</i>	(State if on Felt.)
Coamings <i>✓</i>	Bulkheads <i>good</i>	Cool Pumps, Open'gs, Lids, &c. <i>✓</i>	When put on, Month Year
Beams & Fastenings <i>✓</i>	Ceiling <i>✓</i>	Scuppers <i>✓</i>	Boats <i>good</i>
Outside Plating <i>✓</i>	Cement or Asphalt (State which) <i>✓</i>	Cargo Hatchways <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Breasthooks <i>✓</i>	Rudder <i>✓</i>	Hatches <i>✓</i>	Condition, how ascertained <i>from the R. H. P.</i>
Transoms <i>✓</i>	Steering gear and its connections <i>✓</i>	Planking of Wood Vessels <i>✓</i>	(State if wedges removed) <i>yes</i>
Frames <i>✓</i>	Windlass <i>✓</i>	Caulking ditto <i>✓</i>	Sails <i>good</i>
Reverse Frames <i>✓</i>	Have Pumps now been examined and found efficient? <i>yes</i>	Treenails ditto <i>✓</i>	Equipment letter <i>C</i>
Longitudinals <i>✓</i>	Have Sluice Valves now been examined and found efficient? <i>✓</i>	Breasthooks & Stemson ditto <i>✓</i>	Anchors, No. of <i>2 B IS. 1 K</i>
Transverses <i>✓</i>	Have Watertight Doors now been examined and found efficient? <i>✓</i>	Transoms, Pointers, & Crutches ditto <i>✓</i>	Cables (State if now ranged) <i>yes</i>
Floors <i>✓</i>	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Timbers of Frame at openings ditto <i>✓</i>	" length <i>120 ft</i> size <i>13/16"</i>
Keelsons <i>✓</i>		Ditto ditto at other places ditto <i>✓</i>	" (on board) <i>135 ft</i> size <i>13/16"</i>
Stringers <i>✓</i>		Stringers, Clamps & Shelves ditto <i>✓</i>	" Rule length <i>135 ft</i> size <i>13/16"</i>
Inner Bottom Plating <i>✓</i>		Salting ditto <i>✓</i>	Hawser & Warps <i>good</i>
		(State if examined.)	Standing & Running Rigging <i>good</i>

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and p. 15, &c."

It is submitted the vessel is eligible in my opinion to be classed in Reg. Book At with freeboard for loading service in the Adriatic with notation of ss N° 3 - 5, 25 and fresh record of Survey 5, 25 when the freeboard has been range marked and verified subject that one length of chain cable with test Certificate being supplied as soon as possible

Survey Fee (per Section 20) *£100* Fees applied for, *24.7 1925*
 Special Damage or Repair Fee (if any) *£300* Received by me, *17.11.1925*
 Travelling Expenses (if chargeable) *£12.50*
 Second Surveyor's Fee (if any) *£*

Committee's Minute TUES. 2 FEB 1926

Character Assigned

See minute on F.C. report

Surveyor to Lloyd's Register of Shipping.

FRI. 20 APR 1925

FRI. 7 DEC 1925

TUE. 20 AUG 1925

Lloyd's Register Foundation

W1108-0142 1/2

Sail. Mat. Shys SAVA ex JELKA

Repairs in engine room for new Motor. Engine bulkhead removed from frame N:9 and now fitted on N:13 two side plates renewed. stiffeners replaced and brackets as before on frame N:9 port & starboard fitted one Webframe $2\frac{1}{2} \times 6\frac{1}{2}$ with vertical angles $3 \times 3 \times 6\frac{1}{2}$.

Two side deck girders of angle angles $3" \times 3" \times \frac{1}{2} \times 120"$ were fitted with 2 pillars each side of $3\frac{1}{2}"$ diameter.

Flora from No. 1-12 removed and double peroxides removed.

Cervic. 9 interd. angles prolonged from spine of 10-6
Side Intercostal plates narrowed, Lidge brachial narrowed, Scapula
10/20 " narrowed.

Lauren

to complete survey:

Feelings to be marked when assigned.

Dr. J. C. Rogers

examined and the motor seating, bedplate, side intercostal plates, webframe and engine bulkhead modified as per enclosed approved plans. All ceiling in holds & Sailors accommodation removed cement washed in bilge & ceiling replaced.

Whether deck superstructures motor casing hatchways and hatches ventilators & covers windlass & steering arrangement brats & davids marks with wedges removed and rigging examined and found as put in order.

Full particulars for prebroad assignment in Form 11a and report of Comparison of Scandlings 11d N: 2766 submitted for the consideration of the Committee in Date 9.12.1924.

Boats and mooring rigging examined renewed as necessary
now in efficient condition.

Damage repairs:

At request of the Owners surveyed the vessel on the pierform for the following damage:

Damage stated to have been sustained in consequence of
bad weather, storming on the 25th June 1924 by Gale
Juinnica and motor explosion on the 26th June 1924

Damage found and now satisfactorily repaired as follows:

Starb. Outside plating Shake C plate W:3 from aft slightly indented
fixed in place. Shake II W:3 slightly indented fixed
in place. Shake C plate W:3 from stern slightly indented
fixed in place. Shake II plate W:3 from stern slightly indented

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

ANCHORS.

ANCHORS.													
Number of Certificate.	Anchor. #	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs. lbs.	Owts.	qrs. lbs.	Tons.	Owts.	qrs. lbs.	Owts.	qrs. lbs.			
.....	1st Bower ...												
.....	2nd "												
.....	3rd "												
.....	Collector's 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... }

fixed in place.

post a start/stop note: About 250 defective prints removed.

In engine space one dark beam broken and bent, powered.

Engine casing: plates bend and pins deformed plates

fixed in place and pivots secured as necessary. boat
stem broken secured. main part of boat broken now secured.

All distributed work in way of damage replaced in the same condition as it was previously the alleged damage has been maintained.