

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3rd Jan 1930 When handed in at Local Office 3rd January 1930 Port of Leningrad.

No. in Survey held at Leningrad.

Date, First Survey 13/XI/29 Last Survey 2nd January 1930Reg. Book. 23751 on the ~~Wood, Iron or Steel~~ Sc "IAN RUDZUTAK"

TONNAGE:-

GROSS 3870

UNDER DK. 2889

NET 2255

Built at Leningrad.

Owners Soutorgflot.

Managers

By whom Sewerney S.B. yard

When 1928 - 10

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to Leningrad.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock at Sewerney S.B. Yard. Destined Voyage London.

Cell DBor DBa feet; uE&B feet; f feet
Capacity 618 tons. FPT 40 tons; APT 56 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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

st Report, No. 38 Port Len

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.R., if any).
+ 100 A.1. with freeboard. 10, 28.		+ LMC 10, 28 c.l. + Lloyds R.M.E. 9, 29. for temp. 25°F. oil Eng

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

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

to owners not required.

Was a damage report made by anyone else? If so, by whom? no.

Repairs, OR EXAMINATION AS PER RULE, FOR DAMAGE, stated to have been sustained through collision with S.S. "Usedom" (on starboard side forward), in the Dardanelles on the 6th February 1929. & subsequent collision with wharf on Port side aft.

Now done. Damage on starboard side forward in way of No. 1 Lower Tween Decks.

one shell plate in 2nd strake below sheer removed faired & replaced.Two shell plates in 1st strake below sheer faired in place.Two shell plates in 2nd strake below sheer faired in place.Two shell plates in 3rd strake below sheer faired in place.Nine main frames cropped above 3rd deck & part renewed & back bars fitted.Six main frames faired in place between 2nd & 3rd decks.

(see over)

ARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed		9						Beam Knees, Port side, port front
Removed and Faired or Repaired	1	14						4 port frames repaired.
Faired or Repaired in place	6	6			4			

NT CONDITION OF THE

of Decks.	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on felt.)
gs	State if Tanks now tested	Engine Room Skylights	When put on, Month Year
& Fastenings	Bullheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Plating	Cement or Asphalt (State which.)	Scuppers	Masts, Yards, &c.
ooks	Rudder	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
ns	Steering gear and its connections	Hatches	Sails
Frames	Windlass	Planking of Wood Vessel	Equipment letter
dinals	Have Pumps now been examined and found efficient?	Caulking	Anchors, No. of
rses	Have Sluice Valves now been examined and found efficient?	Treenails	Cables (State if now ranged)
s	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson	" length size (on board)
rs	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" Rule length size
ottom Plating		Timbers of Frame at other places ditto	Hawser & Warps
		Ditto ditto at other places ditto	Standing & Running Rigging
		Stringers, Clamps & Shells ditto	
		Salting ditto	
		(State if examined.)	

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pND24, &c."

In opinion This vessel is eligible to remain as classed, without fresh record of Survey.

Fee (per Section 20) £

Damage or Repair Fee (if any) 100 Rs.

Expenses (if chargeable) £

Surveyor's Fee (if any) £

Fees applied for,

13 Jan. 1930

Received by me,

19

Alex E. Skewton

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 4 FEB 1930

Character assigned

As now

12.12.29 + W.T. D.B. '30 - 71/10.

TUE. 25 FEB 1930

FRI. 18 JUL 1930

FRI. 28 NOV 1930

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Lloyd's Register Foundation

W1229-0146

Nine second deck beam knees removed fairied as necessary & replaced.

Three prop frames removed faired & replaced.

On completion of repairs shell plating hose tested in way, with satisfactory results.

BY R.—If this Report is copied by Corving Press, especial 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.

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]