

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3-4-1942 When handed in at Local Office 4-4-1942 Port of NEW ORLEANS

No. in Survey held at New Orleans Date, First Survey 24.3.42 Last Survey 25-3-1942

Reg. Book. 4054 on Wood, Iron Steel sc. "BOSILYKA" (No. of Visits 2)

TONNAGE 3009 Built at Glasgow By whom Barclay, Curle & Co. Ltd. When 1896 3

GROSS 3009 Owners. Parobrodansko Društvo, S.O.I. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 2842 Managers. "Alceru" Port belonging to OREBIC

NET 180 Managers. Name of Dock Load Johnson DD Destined Voyage

Surveyed Afloat or in Dry Dock? Both Cell DBor DBa feet; uE&B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 41407 Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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. Offered.

Was a damage report made by anyone else? if so, by whom? Yes. Lou. Sal. Assoc.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Grounding Damage Docking.

On account of damage, stated to have been sustained due to grounding at Tampa, Florida, on the 16th January 1942.

NOW DONE FOR DAMAGE Vessel placed on drydock. Bottom made

(lifted) cleaned and examined.

REPAIRS DUE TO DAMAGE. SHELL AND BOTTOM PLATING. Stem plate landing

on stem bar started at lowest end. A shaped doubling plate

fitted to stem, from 8 foot mark down to keel.

Approx. 50 rivet points in No. 1 keel plate, cap welded.

After section, approx 8 ft. of starboard bilge keel missing

now replaced by new piece of B.A. bar.

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

PRESENT CONDITION OF THE

Decks As per report.

Caulking of Decks Good

Coamings Premium Good

Beams & Fastenings Premium Good

Outside Plating Good

Frames Premium Good

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally? No

Have the Tanks been tested? No

Bulkheads Premium Good

Ceiling

Cement or Asphalt Good

Rudder

Steering gear and its connections Good

Windlass Good

Have pumps been examined and found efficient? No

Have Sluice Valves been examined and found efficient? Yes

Have Watertight Doors been examined and found efficient? No

Have Ventilators and their Coamings been examined and found efficient? Yes

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights Good

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers Good

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treennails

Breasthooks & Stepperson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" at other places

Stringers, Clamps & Shelves

Salting (State if examined.)

Copper, or Y.M. (State if on felt.)

When fitted, Month Year

Boats Good

Masts, Yards, &c. Good

Condition, how ascertained (State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now rigged)

length (on board) Complete diamr.

Rule length size

Chain Locker

Hawsers & Warps Sufficient

Standing and Running Rigging Good

Sails

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:—

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, as now seen, is eligible in my opinion to remain

as classed, with fresh record of survey 3.42, subject to the

space deck on p.s. in way of accommodation, being dealt

with at the first opportunity.

Survey Fee (per Section 29) £

Special Damage & Repair Fee (if any) \$50.00.

(per Sec. 29)

Travelling Expenses (if chargeable) \$2.00.

Late attend. fee \$10.00.

Second Surveyor's Fee (if any)

Fees applied for 4.4.42

Received by me, P. F. Baljow.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100A1 Star dk.

B.S. 4,42 Subject "H." & D.B.L.R.

NEW YORK APR 8 1942

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Lloyd's Register

Foundation

RUDDER Rudder lifted, and 4 pintles and one
gudgeon bush renewed.

Bottom + rudder cleaned, examined + recoated.

Generally examined after hold (Nos 3 & 4 hold)
together with windlass, steering gear and
the connections.

Exam^d deck plating in way of accommodation
tanks below in bunker space. (part full) & found
deck somewhat thin & holed in places.

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

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																
	Steam																
	Kedge																

CHAIN CABLES.

[illegible]

It was recommended that deck plating in way of accommodation should be dealt with at the first opportunity.

B. 7. B.