

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23-3-27 When handed in at Local Office 24-3-27 Port of LIVERPOOL

No. in Reg. Book. 31284 Survey held at Liverpool Date, First Survey March 12th 1927 Last Survey 18-3-1927

on the Wood, Iron or Steel SC. SR. PRERADJOVIC EX. RIOL²

TONNAGE: GROSS 5341 Built at Teglach By whom Premier Tulkan When 1907.
UNDER DK. 5020 Owners JUGOSLOVENSKO AMERIKANSKA PLOVIDBA Owners' Address ZAGREB, JUGOSLAVIA.
NET 3418 Managers Port belonging to SPLIT.

Surveyed Afloat or in Dry Dock? Both Name of Dock Langham Wet Dry Destined Voyage

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

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 serially 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR PART SS. No. 3. (FOR ULTIMATE CLASS)

Trawl placed in dry dock. Bottom and rudder cleaned examined and coated. Stairs from bilge upwards, lower decks, erection spaces, chain locker, cross bunker, upper bunkers, and plates cleaned and steelwork and Coating examined. Spar Ceiling removed. Nos. 1 and 6 Deck Port and St. Tanks examined internally and found in order. Rinkers lifted in way of Nos. 1 and 6 Deck Port Tanks, and bilges in way of Stairs examined under pressure test and found tight. Cement found good in Nos. 1 & 6 Deck Port and St. tanks. No. 2 Tank tested to rule requits. in way of Perm's Cross bunker and found tight. Rinkers lifted in this space; but no tank top ceiling is lifted in this bunker. Decks, hatchways, hatches, tarpaulins, cleats, battens and fastenings, boots, general equipment, anchors, plating in way of Sidights, Ventilators and their Coamings examined and found or placed in order. Cables ranged and examined. The shell plating was not drilled at this time.

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

| PRESENT CONDITION OF THE | State if Tanks have been examined inside | Dblg. Plates under Sounding Pipes | Copper, or Y.M. of Wood Vessels |
|--------------------------|--|-----------------------------------|---------------------------------|
| Decks | as above | as above | (State if on Feet). |
| Caulking of Decks | as above | as above | When put on, Month Year |
| Coamings | as above | as above | Boats |
| Beams & Fastenings | as above | as above | Masts, Yards, &c. |
| Outside Plating | as above | as above | Condition, how ascertained |
| Breasthooks | as above | as above | (State if wedges removed) |
| Transoms | as above | as above | Sails |
| Frames | as above | as above | Equipment letter |
| Reverse Frames | as above | as above | Anchors, No. of |
| Longitudinals | as above | as above | Cables (State if not ranged) |
| Transverses | as above | as above | length |
| Floors | as above | as above | on board |
| Keelsons | as above | as above | Rule length |
| Stringers | as above | as above | Hawser & Warps |
| Inner Bottom Plating | as above | as above | Standing and Running Rigging |

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 ptND24, &c."

This report is Submitted for the information of the Committee, and in our opinion the Vessel so far as now seen appears eligible for record of 3-27, and notation of SS. Lic. No. 3-27 when the 3 scantlings and equip^t have been submitted for approval, verified, the Survey Completed; and a class assigned by the Committee.

| | | | |
|---|--------------|-----------------------------|---------------------------|
| Survey Fee (per Section 29) | £ 18 : 0 : 0 | Fees applied for, 23.9.1927 | Received by me, 4.10.1927 |
| Special Damage or Repair Fee (if any) (per Sec. 29) | £ : | | |
| Travelling Expenses (if chargeable) | £ : | | |
| Second Surveyor's Fee (if any) | £ : | | |

Committee's Minute LIVERPOOL 25 MAR. 1927

Character Assigned Transmit to London.

25 MAR. 1927 TUES. 12 APR 1927 FRI. 20 SEP 1927 FRI. 18 MAY 1928 FRI. 28 OCT 1927

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To Complete the SS. No. 3.

nos. 2-3-4+5 Doub. Bot. Compl^d to Clean and examine internally.

Peak Tanks to test as per rules.

Peak Tanks to test as per rules. Close Ceiling to remove throughout from tank tops, and hinders to lift in way of Nos. 2 + 5 Doub. Bot. Comp's (except in perm. Cross bunker). Tank tops throughout including bilges of Nos. 2 + 5 tanks (except in way of perm. Cross bunker) to be cleaned, examined and tested as per rules.

Lower Side bunkers P.T.S. in E.T.B. Space, now containing Coal, to Clean and examine.

Close ceiling in way to lift and tanks in way to test.

Engine and boiler Space, masts, wedging, rigging, windlass, Steering gear and all Connections, pumps, W.T. doors, and air and Sounding pipes to examine.

Stokeshold bulkhead where locally wasted on inner side of Port door to cross bulkhead, to repair.

Tank top where locally wasted P.T.S. in Cross bunker forward of P.T.S. doors to this Comp^t. to repair.

It was stated that there were no plans of the vessel available, or certs. for the equipment. Endeavours are being made by the new owners to obtain these, when they will be submitted by them to the London Office for approval and consideration, after which an opportunity will be afforded for the scantlings of the vessel, and eqpt. to be verified and reported.

It is proposed to Complete the above reqts. as soon as possible

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

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]

The day prior to the Vessel being due to Sail we were requested to make an internal examⁿ. of Nos. 2 & 5 Doub. Bot. Tanks; but found on Visiting the Vessel that these tanks were not cleared of mud and water, making a proper examination not possible. In the Circumstances time did not permit of cleaning these tanks, and the examination was therefore deferred.

RB.

13.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much warmed as to spread the ink, or to cause it to blow through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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