

REPORT of SURVEY for REPAIRS, &c.

of writing Report *July 28th* When handed in at Local Office *19* Port of *Balekha*
 in Survey held at *18.1.37* Date, First Survey *28.1.37* Last Survey *28.1.37* 19
 Book. *S.S. "FRANKOLA"* (No. of Visits *2*)
 on the *Steel* Built at *Self* By whom *Sakuma Clark & Co* When *1911* MONTH *1*
 TONNAGE: *4129* Owners *British India Steam Navigation Co* Owners' Address *(if not already recorded in Appendix to Register Book)*
 DER DK. *2389* Managers *(if not already recorded in Appendix to Register Book)*
 T *125* Port belonging to *Calcutta*

veyed Afloat *in Dry Dock* Name of Dock *King George Dock* Destined Voyage *(if not already recorded in Appendix to Register Book)*
 = Cell D Bord DBa feet; u E & B feet; f feet
 al 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 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.

Report, No. *9331* Port *Cal*

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

ses where the Surveyor has not made a special damage report he is required to state whether he services for this purpose and to whom and why they were declined

CHARACTER.	Year Assigned	Machinery and Boiler Surveys
For Special Survey.		(Including date of N.B., if any)
Date of last Survey and of Periodical Surveys.		
<i>+lookl.</i>		<i>+L.M.C.</i>
<i>Shade deck 11.34.</i>		<i>17.5. 2.32.</i>
<i>S.S. Cal No 3. 11.28.</i>		<i>6.5. 12.34.</i>
<i>S.S. Cal No 1. 25.</i>		<i>C.L. 11.34.</i>

Society's Freeboard (if assigned) as painted on Ship and now verified *3' 4"*

Was a damage report made by anyone else? If so, by whom? *General Examination for Certificate to Break up*

licious - hulkers cleared examined - the peaks were examined internally - the E & B tunnel examined - it was not considered necessary to see the D.B. tanks internally as known to be in good condition - the decks, ventilators, hatchways were examined - openings for airing of deck passages below shade deck have been securely fastened (go to Japan) - The hatchboards were examined in place - but in good condition - caulking is in efficient condition - the windlass, steering gear - H.T. tanks examined under working conditions - Freeboard verified - not considered necessary to adjust the keel as the full period of "lay-up" has been fresh water dock - the hysers are stated to be JF Tanimosuke Miyachi of date

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

CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
<i>Good</i>	<i>No.</i>	<i>Good</i>	<i>(State if on Felt).</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>When put on, Month / Year /</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Boats</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Masts, Yards, &c.</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Condition, how ascertained</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>(State if wedges removed)</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Sails</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Equipment letter</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Anchors, No. of</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Chain Locker</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Cables (State if now ranged)</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>length (on board) 2 3/4</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Rule length 2 3/4 size 2 3/4</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Hawser & Warps</i>
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Standing and Running Rigging</i>

1 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 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 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

is in good efficient condition & eligible in my opinion to remain as classed for voyage as for breaking up purposes via Singapore & Chinese ports with low-perishable cargo.

Supers. *250/-*
 Damage or Repair Fee (if any) *48/-*
 Expenses (if chargeable) *18.1.37*
 Surveyor's Fee (if any) *19*

mittee's Minute *Deferred*
 after Assigned *None*
 Note: *None*

TUE 24 AUG 1937

TUE 15 FEB 1938

So he broken up
Write Note
None

Surveyor to Lloyd's Register of Shipping.

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