

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17 March 1931 When handed in at Local Office 17 March 1931 Port of Lith
No. in Reg. Book 65551 Survey held at Lith Date, First Survey 27 Feby Last Survey 13 March 1931
(No. of Visits 3)

TONNAGE — Built at W Hartlepool By whom Furness Withy & Co When 1902 7
GROSS 6464 Owners Petrograd Steamers Ltd Owners' Address As recorded
UNDER DEK. 6292 Managers W Thomson & Co (if not already recorded in Appendix to Register Book).
NET 4198 Port belonging to Lith

Surveyed Afloat or in Dry Dock? afloat Name of Dock Imperial Destined Voyage Japan
WB=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
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. 7183 Port Kob

(Periodical Surveys, when held, must be reported in detail and seriatim 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 condition of steering engine & of fore peak tank top.
The Owners stated the vessel is leaving for Japan with view to being broken up.
Examined steering engine & bed plate, the damage consisted of a fracture in bed plate standing flange when same takes the adjusting screw for disengaging the engine from steam to hand gear.
The repairs previously carried out as temporary measure namely:— an adjusting bolt fitted Port & Starboard of the damaged part, were found satisfactory and in addition a hard wood block distance piece has now been fitted on Port and on Starboard sides, and the engine is now in efficient condition. The After Peak Tank top has been examined under water pressure and found efficient —

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired	<input checked="" type="checkbox"/>							
Faired or Repaired in place								

PRESENT CONDITION OF THE		Fore peak (see letter 26 3 31)	
Decks	State if Tanks have been examined inside <input checked="" type="checkbox"/> State if Tanks now tested <u>after tank top gas</u>	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Caulking of Decks		Engine Room Skylights	Boats
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Scuppers	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Sails
Breasthooks	Rudder	Hatches	Equipment letter
Transoms	Steering gear and its connections <u>good</u>	Planking of Wood Vessels	Anchors, No. <input checked="" type="checkbox"/>
Frames	Windlass	Caulking ditto	Cables (State if now changed)
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	length (on board) size
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stems ditto	Rule length size
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Hawser & Warps
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Standing and Running Rigging
Keelsons		Ditto ditto at other places ditto	
Stringers		Stringers, Clamps & Shelves ditto	
Inner Bottom Plating		Salting (State if examined.) ditto	

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 ptND24, &c."

This Vessel is now in efficient condition and is eligible in my opinion to remain as classed without fresh record of survey, subject to steering engine and after peak tank top being examined within six months. It is recommended the notation in special reasons list be changed accordingly.

Survey Fee (per Section 26) £
Special Damage or Repair Fee (if any) (per Sec. 26) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Fees applied for, 19
Received by me, 19
Ern Edwards
Surveyor to Lloyd's Register of Shipping.

Committee's Minute] FRI. 27 MAR 1931 TUE. 18 AUG 1931
Character Assigned As now Subject
Wrote [Signature]
Lloyd's Register Foundation W582-0115