

REC'D NEW YORK JAN 28 1949

(Received at London Office

7 MAR 1949

No. 2622

PORT OF SURVEY FOR REPAIRS, &c.

ting Report 19 When handed in at Local Office 19 Port of Balboa, Canal Zone

Survey held at Salina Cruz Date, First Survey 12th Mar. 1945 Last Survey 17 July 1948

on the ~~Wood~~ ~~Iron~~ Steel S. S. "ULTRAMARINO"

NAME:— Built at Stettin By whom Akt. Ges. "Vulcan" When 1921

4323 Owners Julio Ribeiro Campos Owners' Address

3886 Managers (if not already recorded in Appendix to Register Book).

2593 Port belonging to Oporto

Afloat or in Dry Dock? Both Name of Dock Salina Cruz Destined Voyage

rDBa feet; uE&B feet; f feet

Capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

All alterations in the existing records should be underlined.

Report, No. Port

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) separated from Repairs due to other causes; and besides being detailed in the body of the report, should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters in this case.

cases where the Surveyor has not made a special damage report he is required to state whether he

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?

FOR EXAMINATION AS PER RULE, FOR Damage and Special Survey for contemplated classification.

On 31st March 1941 this vessel to prevent capture was set on fire and scuttled by German Crew near Puntarenas, Costa Rica, was refloated, bought by her present owner, taken to Salina Cruz, Mexico, to be repaired with a view to Classification with this Society. She was finally classed with Germanischer Lloyd.

The repairers, the Vulcano-Construcciones Mecanicas of Mexico City opened a repair shop at Salina Cruz and installed machinery to execute repairs.

The Owners had obtained a charter with the American Red Cross Society to carry medical supplies to Europe and due to the dire need of shipping at that time, the survey for Contemplated Classification was commenced on 12th March 1945. Due to strikes and inability to get materials work was prolonged. (pto)

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
	26	-	-	44	65	-	45	
Painted and Fair'd or Repaired	6	31	-	-	20	-	4	Poop, bridge & Fore deck.
Repairs in place	6	-	-	-	-	12	-	Upper deck F&A girders.

CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	
"	Cement or Asphalt	"	Oil Bunkers	Good	When fitted, Month	Year
"	Rudder	"	Scuppers	"	Boats	Good
Efficient	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.	"
In way of sidelights	Windlass	"	Hatches	"	Condition, how ascertained by examination	
"	Have pumps been examined and found efficient?	Yes	Planking	-	(State if wedges removed.)	
"	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter	
-	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	Anchors, No. of	3-B
Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stenson	-	Cables (State if now ranged)	Yes
"	Have Watertight Doors been examined and found efficient?	Yes	Transoms, Pointers & Crutches	-	" length 270 mean diam. 2 1/4	
"	Have Watertight Doors been examined and found efficient?	Yes	Timbers of Frame at openings	-	" Rule length 270 size 2 1/4	
"	Have Watertight Doors been examined and found efficient?	Yes	" " at other places	-	Chain Locker	Good
"	Have Watertight Doors been examined and found efficient?	Yes	Stringers, Clamps & Shelves	-	Hawsers & Warps	"
been examined internally?	Have Watertight Doors been examined and found efficient?	Yes	Salting	-	Standing and Running Rigging	Good
been tested?	Have Watertight Doors been examined and found efficient?	No.	(State if examined.)		Sails	-

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 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, so far as now seen, appears worthy to be classed with this Society

the Special Survey has been completed, subject to the indented shell plating (p & s) and

and Nos. 1 and 4 tween deck plating being dealt with at the Owner's convenience, also to the anchors and anchor cables being tested and a stream anchor and towline being supplied. for the information of the Committee.

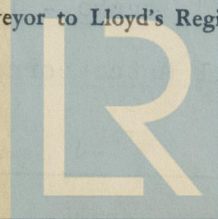
Section 29)	72000-	Fees applied for,
Repair Fee (if any)	£	15-2-1949
(if chargeable)	41506.71	Received by me,
Fee (if any)	£	19

Surveyor to Lloyd's Register of Shipping.

e's Minute

NEW YORK FEB 16 1949

Assigned See N.Y.S. RPT NO. 6881



Lloyd's Register Foundation

003503-003512-0127 1/4

S. S. "ULTRAMARINO"

No. 2 Lower Hold:

Forward bulkhead - 2nd strake of plating from top removed, faired and refitted, remaining plating released, faired in place and reriveted.

After bulkhead - 1 plate on starboard side removed, faired and refitted.

No. 4 Tweendeck: 10 Upper deck beams renewed, 10 removed, faired and refitted, all beam knees removed, faired and refitted.

Upper deck fore and after girders (p.s.) part renewed and part removed, faired and refitted; (s.s.) removed, faired and refitted.

4 - 2nd deck plates renewed.

Tweendeck after transverse bulkhead - 2 plates renewed, remaining plating and stiffeners faired.

Tweendeck forward transverse bulkhead - 2 plates renewed, remaining plating released, faired and reriveted.

Tweendeck centre line bulkhead - forward; plating and stiffeners released, faired and refitted; aft, 3 plates renewed, 1 removed, faired and refitted, stiffeners faired.

1 tween deck pillar renewed, 3 removed, faired and refitted.

No. 4 Lower Hold: Aftermost beam on 2nd deck faired.

After transverse bulkhead, 10 stiffeners removed, faired and refitted, plating faired in place.

Forward transverse bulkhead - stiffeners removed, faired and refitted, plating faired in place.

Tunnel Recess - 2 plates on after side faired, 2 plates renewed and 3 plates faired.

No. 5 Tweendeck: 9 upper deck beams removed, faired and refitted.

Upper deck fore and after girder removed, faired and refitted with part new steel. 4 pillars faired and refitted.

Centre line bulkheads - 1 plate forward, and 1 plate aft removed, faired and refitted.

A new steam steering engine and telemotor fitted.

Nos. 2, 3 and 6 double bottom tanks fitted heating coils for oil fuel bunkers.

The coal bunkers port and starboard sides of boiler in course of fitting additional stiffeners, heating coils and wash bulkheads, reinforcing seams, and oil gutterways for oil fuel bunkers, this work was not satisfactorily completed at Salina Cruz, Mex.

The following shell plates were indented or buckled when the vessel was examined in drydock at New Orleans, La. 15th July 1948.

Nos. 5, 6, 7 and 9 keel plates; Port side A. 3, 8, B-3, 5, 8, C-4, 7, D-5; Starboard Side B-8, C-7, D-5, E-4, F-3, 9, 11, 13, 14. Also noted that buckled

2nd deck plating at forward end of No. 1 tween and port and starboard sides of No. 4 tween deck had not been dealt with. The Owners request that repairs to the above plating be deferred to a more opportune time merits the favourable consideration of the Committee.

Special Survey:

(Done for the Special Survey whilst under survey at Salina Cruz, Mexico, from 12th March 1945 to 1st January 1948).

Vessel placed in drydock, bottom and rudder cleaned, placed in efficient condition and coated.

S. S. "ULTRAMARINO"

Decks, holds, tween decks, engine and boiler spaces, fore and after peak tanks and spaces over, chain locker, all double bottom tanks, shell plating under sidelights, hatchways, covers, supports, tarpaulins, cleats, battening arrangements; ventilators, coamings, air and sounding pipes and their closing appliances, masts, rigging, steering gear and connections, windlass and watertight doors, examined.

Anchor cables ranged, found 270 fathoms $2\frac{1}{4}$ " stud link cable; test marked by Germanischer Lloyd 12048 H.G.L.

Three (3) Bower Anchors, marks undecipherable, no stream anchor nor towline on board. No Certificates for the above equipment available, nor any means to weigh the anchors.

Woodwork removed as required, steelwork scaled and coated as necessary.

X Remaining to be done:

Bunkers to examine.

All double bottom tanks, fore and after peak tanks to be hydraulically tested.

The following recommendations were outstanding at the time of the vessel's departure from Salina Cruz.

Port and starboard bunkers - cement chocks at main deck stringer plate connections be removed and an approved oil tight connection be made. That the stiffeners on bulkheads and washplates be cut loose properly fitted to the plating and rewelded in approved manner. Defective welding and poorly fitted brackets and connections on washplates and bulkheads to be made good. Port and Starboard lower bunker horizontal stiffeners to be bracketed and secured at tank corners.

Airpipes from Nos. 4 and 5 double bottom tanks be extended above the load water line.

Fore peak sounding pipe to alter to permit insertion of sounding rod.

No. 3 port and starboard double bottom tanks air pipes to be enlarged to filling lines size. Nos. 2 and 6 double bottom air pipes to fit with gauge diaphragms.

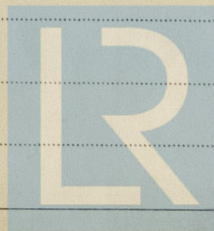
Steering gear quadrant to be fitted with stops, 2nd means of steering to be examined under working conditions.

Holes in main deck under steering engine to be blanked.

No. 2 hold - 3 feet of bilge bracket wasted tie plate port and starboard sides adjacent to after bulkhead and wasted margin plate port side adjacent to after bulkhead. Also wasted tank top plate No. 1 from forward bulkhead in "B" strake (s.s.) to be part renewed; now fitted with cement boxes for voyage to New Orleans, La.

The vessel was examined in drydock at New Orleans, La., July 1948, approx. 80' defective welding and 100 scattered wasted rivet points dealt with. A survey made of the work remaining to be done and specifications made for tender. The vessel is now being attended by the Surveyor at New Orleans.

W.B.B.



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Foundation