

REC'D NEW YORK JAN 28 1949

(Received at London Office 7 MAR 1949)

No. 2622

PORT OF SURVEY FOR REPAIRS, &c.

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
(No. of Visits)

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 Port belonging to Oporto

2593 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 serialim 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 has declined his services for this purpose and to whom and why they were declined

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A	
Contemplated	

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)

DESCRIPTION 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 & Fo'c'sle decks.
Repairs in place	6	-	-	-	-	12	-	Upper deck F&A girders.

CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Good	Good	Good	Good	Good	Good	Good	(State if on Felt.)
"	"	"	"	"	"	"	When fitted, Month Year
"	"	"	"	"	"	"	Boats
Efficient	Good	Good	Good	"	"	"	Masts, Yards, &c.
Good	Good	Good	Good	"	"	"	Condition, how ascertained by examination
"	Yes	Yes	Yes	"	"	"	(State if wedges removed.)
"	Yes	Yes	Yes	"	"	"	Equipment letter
"	Yes	Yes	Yes	"	"	"	Anchors, No. of 3-B
Good	Yes	Yes	Yes	"	"	"	Cables (State if now ranged) Yes
"	Yes	Yes	Yes	"	"	"	length 270 mean diam. 2 3/16
"	Yes	Yes	Yes	"	"	"	(on board) 270 size 2 1/4
"	Yes	Yes	Yes	"	"	"	Rule length
Yes	Yes	Yes	Yes	"	"	"	Chain Locker Good
No.	Yes	Yes	Yes	"	"	"	Hawsers & Warps
	Yes	Yes	Yes	"	"	"	Standing and Running Rigging Good
	Yes	Yes	Yes	"	"	"	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 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.

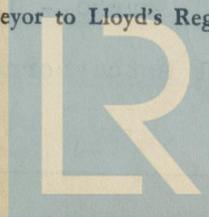
Section 29)	Fees applied for,
Repair Fee (if any) £	15-2-1949
(if chargeable) \$1506.71	Received by me,
Fee (if any) £	19

Surveyor to Lloyd's Register of Shipping

Owner's Minute

NEW YORK FEB 16 1949

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



Lloyd's Register Foundation

8/2622

About July 1947 difficulties arose between the Repairers and the Owners which resulted in the Owners decision to tow the vessel to New Orleans to complete the repairs and survey, and in May 1948 a temporary loadline certificate for the voyage in tow was issued.

Damage stated to have been sustained through fire and scuttling by crew on 31st March 1941 at Puntarenas, Costa Rica afterwards grounding and setting up bottom forward.

Repairs effected afloat and in drydock:

Shell plating - 26 plates renewed. (A-7, B-6 and 7; C-5 (p.s.); A-7, B-7; C-7 (ss); E-9, F-6, 7, 8, 9, 10, 11; G-7, 8, 9, 10, 11; H-8, 9; J-8, 9, 10, 11; K-8, 10 (ss).

2 plates A-8 (p & s) part renewed.

4 plates removed, faired and refitted. (Keel No. 8, A-5, 6, C-6 (p.s.).

6 plates faired in place. (Keel Nos. 3, 4, D-2, 3, 4, 6, (p.s.).

31 frames faired (16 p and 15 s) in No. 1 hold.

No. 3 double bottom tank top plating renewed.

No. 3 double bottom - 34 floors (ps) and 10 floors (ss) renewed.

Upper deck plating numbered from aft:

Port Side: Stringer strake - 2 plates renewed (Nos. 5,7) and doublers at bridge after and poop ends.

2 plates part renewed (Nos. 1 & 8).

"C" Strake - 8 plates renewed (2, 4, 6, 7, 8, 9, 10, 11).

2 plates part renewed (1.5.).

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

ANCHORS.

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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.		
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.						
						Cwts.	qrs.			lbs.				Cwts.	qrs.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.			

"B" Strake - 7 plates renewed (Nos. 4, 5, 6, 9, 10, 11, 12).

1 plate part renewed (No. 2).

Starboard Side:

Stringer Strake - 5 plates renewed (Nos. 5, 6, 7, 8, 9), and doubler bridge after and poop end renewed.

"C" Strake - 11 plates renewed (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11).

"B" Strake - 12 plates renewed (2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14).

All hatch corner doublers renewed at Nos. 1, 2, 3, 4 & 5 hatches.

wllc.

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Upper deck plating between Nos. 1, 2, 3, machinery casing, 4 and 5 hatchways and poop bulkhead renewed.

Poop Deck:

C. L. or "A" Strake - 1 plate renewed.

"B" Strakes (p & s) plating renewed from poop front to poophouse.

"C" Strake (p.s.) 2 plates renewed (Nos. 2 & 3).

"C" Strake (s.s.) 1 plate renewed (No. 3) and 1 plate part renewed (No. 2.).

"D" Strake (s.s.) 2 plates renewed Nos. 1 & 2).

Bridge Deck plating renewed from forward bulkhead of machinery casing to bridge front port and starboard, also on starboard side between machinery casing and side shell plating and from bridge after bulkhead to forward bulkhead of machinery casing. Bridge front bulkhead upper and lower centre plates renewed and remaining plating and stiffeners removed, faired and refitted.

Machinery casing plating and stiffeners released, faired, refitted with part new material.

Nos. 1, 2 and 4 hatch coamings faired in place.

Forecastle Deck:

"A" Strakes (p & s) plating renewed from bulkhead to windlass bed.

"B" Strakes (p & s) 4 plates renewed (Nos. 1 & 2 p & s).

"C" Strakes (p & s) 6 plates renewed (Nos. 1, 2, 3 p & s).

14 beams and their beam knees faired.

Fore and After girders (p & s) removed, faired and refitted with part new steel.

After bulkhead - 1 plate renewed, remaining plates and stiffeners released and faired.

Internals: No. 1 hold Upperdeck, Fore and After girders (p & s) sides removed, faired and refitted with several short sections of new material. 18 beams removed, faired and refitted.

2 plates in 2nd deck renewed, 3 plates faired in place.

Tween deck centre line bulkheads removed, faired and refitted.

2nd deck - fore and after girders removed, faired and refitted with part new material.

7 beams and 12 half beams removed, faired and refitted.

Lower hold centre line bulkheads and stiffeners faired.

No. 2 Tweendeck - 17 tweendeck plates renewed (10 p & 7-s).

Tweendeck forward bulkhead top strake plating renewed, remainder of plating and stiffeners faired.

3 pillars renewed, 3 removed, faired and refitted.

Upper deck fore and after girders (p & s) removed, faired and refitted with several new sections.

20 Upper deck beams renewed, 10 faired.

20 beam knees renewed, 40 faired.

Tweendeck bulkhead aft of No. 3 hatchway - top and bottom strakes of plating and 6 stiffeners faired.



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

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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.

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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.

✕ 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