

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 23, 1953 When handed in at Local Office August 10, 1953 Port of Baltimore, Maryland

No. in Reg. Book. Survey held at Baltimore, Maryland

Date, First Survey July 13,

Last Survey July 16, 1953

Reason on the Wood, Iron or Steel

S.S. "MARCELLA"

(No. of Visits

4)

TONNAGE:—

GROSS 3483

UNDER DK. 2817

NET 2112

Built at Wilmington, Del.

By whom Bethlehem S.B. Corp.

YEAR.

MONTH.

When 1920

Owners Cia. Panamena Marittima, San Gerassimo S.A.

Owners' Address

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

Port belonging to Panama

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Bethlehem Key High

Destined Voyage

Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity tons. FPT.

tons; APT

tons; MT

feet

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

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

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 9943

Port

BAL

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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) shall 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 shall be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters affecting this case.

Page 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.

not required

Was a damage report made by anyone else? if so, by whom? London Salvage Assn.

SEE SPL. NOTE S.R.L.

RS, OR EXAMINATION AS PER RULE, FOR Damage

ed sustained while vessel grounded at Neuvas, Cuba, September 5th 1952, vessel loaded with ore.

done:— Vessel placed in drydock, bottom and rudder cleaned examined and coated. Decks, hatches, ventilators, lings, etc. generally examined and found or now placed in good order.

age repairs effected:— Veed and rewelded, stern frame fracture (p&s) stern frame magnaflux before and after welding, heated and stress relieved. Present keel doubler cropped at second frame from aft and three (3) welded doublers ed 1 p and 1 s and 1 to skeg, as shown on Bethlehem Steel Co. Baltimore Yard drawing No. B -3749 attached hereto. ewed port bilge keel for the full length.

ll plate "A" 1 (ps) slightly indented between frames in two (2) places, not dealt with and recommended to be noted an endorsement, with repairs to Owner's convenience

No. 126 Pitted shell plating examined and found efficient at the present and recommended to be retained as

ARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	P.T.O.
Renewed									
Removed and Fair'd or Repaired									
Repaired or Repaired in place									

NT CONDITION OF THE

Good

of Decks "

Fastenings "

Plating "

in way of sidelights

Frames

inals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads Good

Ceiling "

Cement or Asphalt

Rudder Good

Steering gear and its connections "

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights good

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers good

Cargo Hatchways "

Hatches "

Planking

Caulking

Treenails

Breasthooks & Stems

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats Good

Masts, Yards, &c.

Condition, how ascertained from deck

(State if wedges removed.)

Equipment letter u

Anchors, No. of 3B 1S

Cables (State if now ranged) no

" length stated mean diamr.

(on board)

" Rule length complete size

Chain Locker

Hawsers & Warps sufficient

Standing and Running Rigging Efficient

Sails

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 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 being now so far as seen, in good and efficient condition, appears worthy to remain as classed with record of Drydocking Bal. 7-53.

Survey Fee (per Section 29) \$: :
 Special Damage or Repair Fee (if any) (per Sec. 29) \$ 120.00 : :
 Travelling Expenses (if chargeable) \$ 8.00 : :
 Late fee \$ 18.00 : :
 Second Surveyor's Fee (if any) \$: : :

Fees applied for,

11/8/52

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

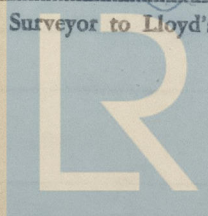
7.53 - BAL.

Subject (with endorsement)

As now (m)

TS(N) 7.53

003971-003979-0034



Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

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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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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