

REPORT OF SURVEY FOR REPAIRS, &c.Date of writing Report... **6 Aug 1951** When handed in at Local Office... 19...Port of **Rotterdam**No. in Survey held at **Rotterdam** Date, First Survey **5th May** Last Survey **12th July** 19 **51**
Reg. Book. on the **Wood, Iron or Steel** **"CARRENA" ex "CLAN MACIVER"** (No. of Visits... **3**)

TONNAGE :-

GROSS **4327**UNDER DK. **465**NET **2729**Built at **St. Glasgow**By whom **Lithgow & Co.**When **1921** **6**Owners **Compania Navitima Carreña Owners' Address**

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to **Puerto Limon**Surveyed Afloat or in Dry Dock? **Both** Name of Dock **Roth. Droogdok 167** Destined Voyage **1**Cell DBor DBa... feet; uE & B... feet; f... fee }
total capacity... tons. FPT... tons; APT... tons; MT... feet tons. }

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. **19366** Port **Rotterdam**

(Periodical Surveys, when held, must be reported in detail and seriatim 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) 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 } **5 ft. 2 1/2 ins.**Was a damage report made by anyone else? if so, by whom? **✓**REPAIRS, OR EXAMINATION AS PER RULE, FOR **Special Survey and damage repairs**

The vessel arrived at this Port with a broken stern frame, and the rudder was found missing (no further particulars could be obtained)

The vessel has been placed in drydock, bottom cleaned examined and the following repairs have been carried out:

Remainder part of Stern frame removed, and a new stern frame fitted made of annealed S.M. Steel, forged and machined under our inspection at the Roth. Droogdok 167, examined during various stages of progress, and found as far as could be seen, sound and free from defects. Bent and tensile test have been made and found good.

In connection of the above repairs Aftermost keel plate and A17 on S.B. PS. renewed.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								Stern frame & rudder
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE									
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	✓		
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	✓	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"		✓		
Beams & Fastenings	"	Rudder	"	Scuppers	good	Boats	good		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"		
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	✓		
Frames	"	Have pumps been examined and found efficient?	yes	Planking	"	(State if wedges removed)	✓		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	yes	Caulking	"	Equipment letter	Y		
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	yes	Treenails	"	Anchors. No. of	0		
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	"	Cables (State if new roped)	"		
Floors	good	Have the Tanks been examined internally? yes	yes	Transoms, Pointers & Crutches	"	" length 240 mean diam. 2 1/4 - 2 3/4	"		
Keelsons	"	Have the Tanks been tested? yes	yes	Timbers of Frame at openings	"	" Rule length 270 size 2 3/4	"		
Stringers	"	Air and Sounding Pipes good	good	" " at other places	"	Chain Locker	"		
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes good	good	Stringers, Clamps & Shelves	"	Hawsers & Warps	"		
Have the Tanks been examined internally? yes	yes			Salting	"	Standing and Running Rigging	"		
Have the Tanks been tested? yes	yes			State if examined.	"	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."

The vessel is now in a good and efficient condition and eligible in our opinion to be continued as classed with fresh docking date 7-51 and notation for S.S. Roth 7-51, Derick loads at fore and main masts not to exceed 5 tons and deep tank, as tank to be expunged from the Register Book, and the 30 fms of cable supplied on board to be compared with test of at the first opportunity.

Survey Fee (per Section 29) S.S. New stern frame and rudder & wear, tear repair	£ 300.-	Fees applied for, 16 10 51	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 23.50	Received by me, 10	
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute **See Rot 33920**Character Assigned **See Rot 33920**Surveyor to Lloyd's Register of Shipping. **H. P. Jones**

Lloyd's Register Foundation

004206-004212-0158

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.

Also a complete new double plate molder, and molder
stock has been fitted, made of annealed S.M. Steel, forged
and machined ~~under our inspection at the Rott Dragolet 167~~
examined during various stages of progress and found as far as
could be seen sound and free from defects. Bent and tensile test
have been made and found good. Quotations tested and found tight
All as per approved plan sent herewith.

A new molder carrier has been fitted and placed in good order
and as per plan sent herewith.

Quotations placed in good condition, tested under steam and
found in good working order.

Bottom and shell repairs:

Keel plate N° 1-2-14 and 15 renewed.

On Port side: A1-16, B1, C15-17, E4, (5-13 partly) F5-8-9-12, G3-5-7-12

H1-2-13-14, J2, K1 renewed. H4-5, J1, removed faired and replaced.

On Starboard side: A1, B1, C15-17 E6-(7 & 12 partly) F6-7-8-12-16

G15 H1-13, J13 K1, L1, renewed. SB and PS. lower pipes renewed.

Upon completion of repairs tanks in way tested as required
and shell plating tested by hose and found tight.

Bottom and molder now in a good condition and
recoated.

Holds, tween decks, engine and boiler room, spaces above
fore and after peak tanks, Fore castle Bridge and Poop space

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.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collocation 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.	Where and when tested and Superintendent.
	Length. Fathoms.	Diam. Ins.	Statutory Tons.	Breaking. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			
84144	15	2 3/16	86 1/2	120 1/2	38-3-12	35-3-14		2 3/16	stud link		Cassey Heath 4th Feb 1951 H. Phillips
Iron Stream Chain or Steel Wire											

cleared, ceiling, timbers, and cement chocks between
frames removed, and frames, floors, brackets, stringers
breast hooks, beams, and their connections, bulk heads
boiler bearers, and all other parts, thoroughly cleared
and scarfed were required, examined right fore aft and
made or found all parts in a good condition
and coated as required.

see continuation sheet.

Rpt. 9a.

Port of Rotterdam

Continuation of Report No. 33746th dated

1/8-1951.

on the

S.S. "CARRENA" (ex "CLAN MACIVER")

Fore and after peak tank, all double bottom tanks, and deep tank
cleaned examined ^{internally} and made or found in a good condition
and coated as required.

Fore after peak tanks, and all double bottom tanks, have
been tested by a head of water as required and found tight.
Decks examined and made or found in a good condition.
Hatchways examined with hatches in position and made
or found good. Engine room casing, sky lights, firebricks,

tunnel, tunnel recess, elect. houses, etc. and made or found good.
Masts and found good, but the derricks/pads may not exceed the
5 tons. Rigging, general equipment overhauled and found good.
Chain cables, ranged chockless, unhooked, examined and
found good and complete. Three length of cable, which were
found worn below Rule requirements, have been replaced

by three length of new cable. One length of cable supplied has been verified
and particulars of test given in the back of the report. The remainder 2 length supplied
have not been compared with Cert. of test, as same were not came to hand in time.

Anchors examined and found good and complete.
Chain locker examined internally, made or found
good, and recoated.

Windlass, and steering engine and its connection, rods,
chains, blocks, molder quadrant and hand steering gear
overhauled examined and placed in good working
condition. Steering chains, annealed repaired as required
retested with 24-0-0-0 tons and found good. (exam. chains 1 1/2")
and new certificate produced.

Pumps, W.T. doors, air and sounding pipes scuppers and
ventilator coaming, overhauled examined and made
or found good.

Double plates under sounding pipes good.

Damage repairs

Aft N° 2 hatchway: Tween deck plating removed faired and replaced.
SB, PS. Tween deck girder with brackets to bulk removed faired and replaced.
5 deck beams with beam knees, removed faired and replaced
and on SB, PS. 5 shell frames faired in place.

Repairs to wear and tear

Fore peak tank top plating partly renewed.
Chain locker: on SB, PS. two shell frames partly renewed.
Fore peak bulk head in way of chain locker partly renewed.

N° hold: Port & Starboard: frames in way of cement chocks, partly
cropped and past new shell frames fitted, and partly re-inforced
with straps. On PS 31 margin brackets on SB 30 margin brackets renewed.
After bulk head, SB, PS. wing plates renewed.

N° 2 hold: PS & SB: 30 frames cropped in way of cement chocks and past renewed
on PS: 16 margin brackets renewed and 14 margin brackets cropped
and partly renewed.

see continuation sheet.

S.S. "CARRENA" (ex CLAN MACIVER)

on Starboard side 2 margin brackets, renewed and 28 margin-brackets cropped and partly renewed.

N^o 2 tween deck: P.S. & S.B. 18 intermediate frames cropped and lower parts renewed, one deck stringer plate, one deck plate and one trimming hatch renewed.

After bulk head. S.B. & P.S. wing plates with bulk^d brackets renewed

N^o 3 hold: After bulk head wing plates on S.B. & P.S. renewed.

On P.S. 3 shell frames renewed and 10 shell frames re-inforced with reverse bars 180 x 90 x 13^{mm}, 5 margin brackets renewed and 8 margin brackets, cropped and partly renewed.

On S.B.: 6 shell frames re-inforced with reverse bars 180 x 90 x 13^{mm} and 7 frames in way of cement chocks re-inforced with a strap. 4 margin brackets renewed and 9 margin brackets, cropped and partly renewed, two tank top plates renewed.

N^o 3 tween deck: two deck plates renewed.

Bridge space: P.S.: 11 new frame brackets fitted to tween deck

on S.B.: 10 new frame brackets fitted to tween deck and three deck plates cropped and partly renewed.

Boiler room: In way of P.S. boiler 5 new doubling plates fitted, in way of centre boiler 6 new doubling plates fitted and in way of S.B. boiler 4 new doubling plates fitted.

On P.S. one margin plate cropped and partly renewed and 7 margin brackets cropped and partly renewed.

Engine room 8 margin brackets cropped and partly renewed

U.T. floor between N^o 3 & 4 double bottom tank upper part renewed.

Deep tank: forward bulk head S.B. & P.S. wing plate renewed

After bulk head. P.S.: wing plate with shell angle, and two bulk head plates renewed, and one web frame and two stiffeners renewed

S.B.: one web frame renewed On S.B. & P.S. some stiffener brackets renewed

S.B. & P.S.: all shell frames and web frames renewed, and margin brackets, cropped, and partly renewed.

P.S.: margin plate cropped and partly renewed, and

two tank top plates renewed. Deep tank deck on S.B. & P.S. one deck plate renewed.

N^o 4 and 5 hold: On P.S. one shell frame cropped and partly renewed and 14 frames in way of cement chocks re-inforced by straps.

After tween deck: 4 deck plates cropped and partly renewed

After peak tank: two deep floors renewed and one plate in after peak bulk head renewed.

Main deck: in way of bridge front, one deck plate renewed, Coaming plate of bridge front bulk^d in way renewed, and deck angle for the whole length renewed. After deck. S.B. & P.S. 2 deck plates renewed Fore castle deck 5 deck plates renewed.

A large number of minor repairs have been carried out.

The deep tank has not been tested, as same will not more be used as tank

All pipes in connection therewith, have been removed as required, and the deep tank, required to be expunged from the Register Book.