

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 17<sup>th</sup> FEBR. 1955 When handed in at Local Office 17<sup>th</sup> FEBR. 1955 Port of BREMERHAVEN  
 No. in Reg. Book 71158 Survey held at BREMERHAVEN Date, First Survey 4<sup>th</sup> JANUARY Last Survey 15<sup>th</sup> FEBRUARY, 1955  
 on the Wood, Iron or Steel TWIN SC. "NEPTUNIA" (No. of Visits 6)

TONNAGE 10519 Built at AMSTERDAM By whom NEDERLANDSCHE SCHIP. MAATS. When 1920 MONTH 2 Mo.  
 GROSS 7889 Owners LA MARITIMA DEL ESTE S.A. Owners' Address LA MARITIMA DEL ESTE S.A.  
 UNDER DECK 6299 Managers LA MARITIMA DEL ESTE S.A. Port belonging to PANAMA  
 NET 6299

Surveyed Afloat or in Dry Dock? BOTH Name of Dock NORTH GERMAN LLOYD Destined Voyage ✓  
 Cell D/Bor D/Ba feet: uE&B feet: f feet: f  
 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. 2839 Port SOA

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) 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 Feb. 20<sup>th</sup> Dec. 54, Feb. 25<sup>th</sup> January, 55

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. YES, DAMAGE

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 5 1/2 ins.

REPORT NOT REQUIRED

Was a damage report made by anyone else? if so, by whom? YES, BY UNDERWRITER SURV.

REPAIRS, OR EXAMINATION AS PER RULE FOR DAMAGE, HULL CONVERSION AND DOCKING.

## 1.) DAMAGE

DAMAGE ALLEGED SUSTAINED by encountering heavy weather in the North Atlantic on 20<sup>th</sup> and 21<sup>st</sup> November, 1954, whilst she was on her passage from Bremerhaven to New York.

DONE FOR DAMAGE: Vessel placed in drydock, bottom and rudder cleaned, painted and found or placed in good order and recoated. Examined weather bulwarks, rails, deck houses, ladders and main engine seating including tube in double bottom tank 6 and all found or placed satisfactory.

REPAIRS NOW EFFECTED:

## a.) Permanent Repairs:

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
red ...	1	0	0	0	0	0	0	0
red and Faird or Repaired	0	0	0	0	0	0	0	BOAT DAVIT, DECK HOUSES
or Repaired in place	0	0	0	0	0	0	0	MAIN ENGINE SEATING (TEMP. REA)

## CONDITION OF THE

Decks <u>GOOD</u>	Bulkheads <u>GOOD</u>	Engine Room Skylights <u>GOOD</u>	Copper, or Y.M. <u>✓</u>
<u>GOOD</u>	Ceilings <u>GOOD</u>	Coal Bunkers, Openings, Covers, &c. <u>GOOD</u>	(State if on Felt.)
<u>GOOD</u>	Cement or Asphalt <u>GOOD</u>	Oil Bunkers <u>GOOD</u>	When fitted, Month <u>Year</u>
fastenings <u>GOOD</u>	Rudder <u>GOOD</u>	Scuppers <u>GOOD</u>	Boats <u>GOOD</u>
ing <u>GOOD</u>	Steering gear and its connections <u>GOOD</u>	Cargo Hatchways <u>GOOD</u>	Masts, Yards, &c. <u>GOOD</u>
in way of sidights <u>GOOD</u>	Windlass <u>GOOD</u>	Hatches <u>GOOD</u>	Condition, how ascertained <u>FROM DECK</u>
Have pumps been examined and found efficient? <u>YES</u>	Have Sluice Valves been examined and found efficient? <u>YES</u>	Planking <u>GOOD</u>	(State if wedges removed.)
Have Watertight Doors been examined and found efficient? <u>YES</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Caulking <u>GOOD</u>	Equipment letter <u>e +</u>
Plating <u>GOOD</u>	Air and Sounding Pipes <u>GOOD</u>	Treenails <u>GOOD</u>	Anchors, No. of <u>3 BA AND 1 STR. A.</u>
anks been examined internally? <u>GOOD</u>	Doubling Plates under Sounding Pipes <u>YES</u>	Breasthooks & Stemson <u>GOOD</u>	Cables (State if now ranged) <u>YES</u>
anks been tested? <u>GOOD</u>		Transoms, Pointers & Crutches <u>GOOD</u>	length <u>300 F. mean diam. 2 1/2"</u>
		Timbers of Frame at openings <u>GOOD</u>	(on board.)
		" " at other places <u>GOOD</u>	Rule length <u>300 F. size 2 9/16"</u>
		Stringers, Clamps & Shelves <u>GOOD</u>	Chain Locker <u>GOOD</u>
		Salting <u>GOOD</u>	Hawsers & Warps <u>GOOD</u>
			Standing and Running Rigging <u>GOOD</u>

THE BOTTOM TANKS NO. 6 P&S, NO. 4 P&S AND BOTH FORE PEAK TANKS EXAMINED INTERNALLY AND DOUBLE BOTTOM TANK NO. 6 TESTED - SATISFACTORY.

al 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."

remained, as far as now seen is eligible in my opinion to remain as classed in the Society's Register Book and to have fresh record of survey BHN-2.55 subject to double bottom tank no 6 being further examined internally and dealt with as found necessary after 6 months (by August, 1955)

Survey Fee (per Section 23) ALTERATION £ 10 : 0 : 0  
 Special Damage or Repair Fee (if any) DOCKING £ 10 : 0 : 0  
 Travelling Expenses (if chargeable) SUNDAY FEE £ 7 : 7 : 0  
 Second Surveyor's Fee (if any) 2

Fees applied for, 1955  
 Received by me, 19

TUESDAY 5 APR 1955

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

255 Bhn subject  
(with endorsement) BS 2.55

" own (await  
after Bhn)

004548-004555-0236 1/2

Lloyd's Register Foundation



STEEL TWIN CO. "NEPTUNIA"

NOTE: This double bottom tank no 6 (P+S) should be further examined internally and dealt with as found necessary after 6 months / by August, 1955)

## 2. Hull Conversion:

Side Screens have been fitted on Promenade and Sundeck as shown  
in the attached approved plans 3P1-14.

Combination doors on promenade deck and sun deck fitted in accordance with the approved and attached plans 3P1-25/26 except the amended 3<sup>rd</sup> hinge and clip of the doors which will be fitted after return from her present voyage at Bremerhaven.

### 3.) DOCKING:

WORK DONE FOR DOCKING: Vessel placed in drydock. Bottom and red-  
cleaned, examined and recoated. Anchors and chain cables  
overhauled and examined. Weather decks, holds, casings, hatch coamings  
and closing appliances, ventilator coamings, steering gear, wind-  
sails and equipment generally examined and found satisfactory.  
Annual Freeboard Survey held.

LEAK AND TEAR REPAIRS NOW EFFECTED: Some caulking made good on bottom  
in pipes removed. 4 scupper pipes partly removed. Storm valves overhauled  
and remote control gear for scuppers and discharges brought in order.  
All scuttles repaired as necessary. Water doors with gear and indicators  
overhauled and brought in order.

R. L. N. T. No repairs were effected to the slight indent in shell plating, &c. on port and starboard side which were examined and main efficient. The entry in the List of Endorsement may remain altered.

Bremen, the 17<sup>th</sup> February,  
1955  
A. J. Geary

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

[illegible]

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

[illegible]

The following temporary repairs in way of D.P. Tank 6 under main ag has never been satisfactorily carried out (see also Bauman letter dated 12<sup>th</sup> February, 1951 with enclosed plan and photo.) All fractures in F & P side girder plates, floor plates and angles electrically welded. All broken rivets through tank top (not accessible for removal from tank top) electrically welded and re-inforced with vertical trussing brackets req. additional girders) fitted by E.W. in way of fractures or defective rivets in the vicinity of holding down bolts. Tank 6 pressure tested after completion of temporary repairs.

PLEASE SEE CONTINUATION