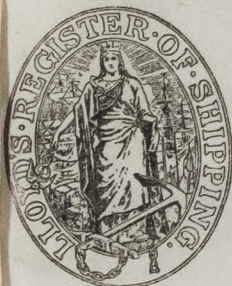


COPY.

Lloyd's Register of Shipping.



Port MOBILE, ALABAMA

26th January 1948

No. UC-3414

This is to Certify that

W. F. Chapman

the undersigned Surveyor to this Society did at the request of
The Mobile Engineering Company representing the Owners, Ligure
Toscana Soc. di. Nav. of Genoa, Italy, survey the steel screw
steamship "DESCUBRIDOR"
5225 tons gross of Buenos, Aires, whilst lying afloat and on dry-
dock at this port from the 10th December 1947 until the 2nd
January 1948 for the purpose of recommending repairs that would
be acceptable by the Committee for the vessel to make one voyage
with cargo at a determined draught to the Mediterranean where
the complete Special Survey would require to be held.
Parts examined, condition found and repairs recommended as
follows:-

SHELL PLATING

Sides and bottom in fair condition. Keel plates are deeply
wasted, also a few other scattered plates, mainly in 'J' and
'K' strakes. Shell plate in way of boiler blow-down valve
doubled for 18" dia. and a brass protecting plate fitted.
Stbd. shell plate B3 and Keel plate No. 2 were fitted with
small doublers. A few other minor repairs on the bottom were
effected. 'J' strake was doubled continuously from plates
No. 5 to No. 13 inclusive on port and starboard sides.

RUDDER

In efficient condition. Eight rivets renewed in 3rd arm and
plate reinforced by welding where wasted at the 3rd arm.

MAIN AND SUMMER CARGO TANKS

All bulkheads are deeply wasted with their attachments also
the shell frames, deck beams, transverse top and bottom girders

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in
any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of
any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

and side keelsons with their attachments. Nos. 1, 3, 6 and 8 main tanks were filled and their bulkheads proven tight with the exception of a few test holes in No. 3 stbd. tank bulkheads.

FORE PEAK

In efficient condition. Bulkhead tested and proven tight.

AFTER PEAK

In fair condition. Upper strake of bulkhead plating deeply wasted, tested and proven tight.

DRY CARGO HOLD

In fair condition, heavy scales on decks and sides.

COFFERDAMS

In efficient condition except double bottom cofferdam forward end is leaking.

PUMP ROOMS

In fair condition, heavy scales on bulkheads and shell.

MACHINERY SPACES

In fair condition, decks in way deeply wasted.

POOP SPACES AND DECK

Decks in way deeply wasted, side plating under sidelights deeply wasted. Doors, skylights, covers and ventilator coamings all now placed in efficient condition for the contemplated voyage and suitable doubling plates fitted on the deck.

MAIN DECK

Deeply wasted throughout, a number of doubling plates fitted over the holed parts. Two longitudinal stiffeners and three transverse stiffeners fitted on the forward main deck with brackets to the trunk end and tripping brackets at approx. 7 feet pitch.

TRUNK DECK

Deeply wasted throughout, a number of doubling plates fitted over the holed parts. Four rows of longitudinal stiffeners fitted on the deck between the hatch coamings from No. 3 to No. 7 tanks with approx. 32 tripping brackets and two transverse girders in way of the winches.

COAMINGS, COVERS, etc.

In poor condition. Seven tank hatch covers and the pump room skylight covers renewed, others doubled. Hatch and ventilator coamings doubled in places or part renewed. Fittings and closing appliances made efficient for the contemplated voyage.

FORE AND AFT GANGWAY

In fair condition. Supports and stays are deeply wasted in places.

LIFE BOATS

Two boats with their tanks in good condition.
Two boats wasted through about the lower parts and condemned.

BOILERS

Tested to W.P. and found tight, minor repairs effected. Mountings and fire side in good condition. A fracture in the port furnace of the port boiler has been partly welded. Donkey boiler out of commission and not to be used.

MAIN CONDENSER

Forward tube plate temporary repair remains efficient.
Condenser tested and proven tight.

MAIN AIR PUMP

In good order. Foot valve deck renewed, all valves, springs and studs overhauled.

PUMPING ARRANGEMENTS

Ship side underwater valves and cocks with their strainer plates placed in good order. Bilge overboard discharge pipe and valve overhauled and placed in good order. Bilge suction valves on general service pump in good order. Forward stbd. bilge manifold in engine room under cement box. Relief valves fitted in discharge lines from oil fuel service pumps. Ship side discharge valves placed in good order.

PROPELLER AND TAIL SHAFT

Propeller in good order. Tail shaft wear down 3/16 inch. Outside fittings and stern gland in good order.

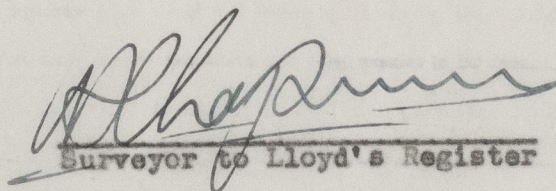
STEERING ENGINE

In good condition.

The survey was discontinued on advice from the Committee in London who cannot agree to the proposed voyage to the Mediterranean as a classed ship unless repaired as required for the special survey.

Vessel's Class Record:-

Built 3/1917
Special Survey 2nd No.3-8,41
Record of Drydocking 3,46
Machinery Survey 8,41
Boiler Survey 3,46
Tail Shaft Seen 10,46


Surveyor to Lloyd's Register



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