

REPORT OF SURVEY FOR REPAIRS, &C.

Date of writing Report 15th May 1945 when handed in at Local Office 15th May 1945. Port of BUENOS AIRES.

No. in Reg. Book 56416 Survey held at BUENOS AIRES. Date, First Survey 26-9-44. Last Survey 22-3-1945. (No. of Visits 73)

on the ~~Wood, Iron or Steel~~ Sing. Sc. Trawler "CORVINA". YEAR. MONTH. When 1906

TONNAGE:— Built at Hamburg, By whom H. Brddenburg, Owners JOSE MARIA CASTAGNINO, Owners' Address --- (if not already recorded in Appendix to Register Book.)

GROSS 261 UNDEK DK --- NET 109 Managers --- Port belonging to BUENOS AIRES.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Gov: Dry Dock Destined Voyage Brazil.

Cell DBorDBa feet; uE&B feet; f feet; total capacity tons. FPT. tons. APT. tons; MT. feet tons. 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) Class Contemplated A-

Last Report, No. --- Port ---

(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. Sect. letter S 4.1.45.

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 --- ft. --- ins. painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? ---

REPAIRS, OR EXAMINATION AS PER RULE, FOR FULL SPECIAL SURVEY 2nd. N°3, REPAIRS AND ALTERATIONS, etc.

WITH A VIEW TO CLASSIFICATION. (See Rpt. 1).

NOTE. This vessel after being laid up for many years was bought by the present owners, and lengthened 26'3" forward of the machinery space by the Taller de Marina de Darsena Norte (Government Naval Dry Docks) in 1944, subsequent to which a request was signed on the 19th. September 1944, for a Survey during further alterations, repairs and drydocking with a view to classification. At the time of the first visit the alterations were well progressed.

NOW DONE:- Vessel placed in drydock. Bottom and rudder cleaned, examined and recoated. Holds, peaks, deck erection spaces, machinery spaces and chain locker, cleaned, examined, scaled and recoated.

Shell plating drilled and gauged as required by rule, also other parts of the structure

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:— (Please see follower).
Renewed	---	---	---	---	---	---	---	---
Removed and Fair'd or Repaired	---	---	---	---	---	---	---	---
Fair'd or Repaired in place	---	---	---	---	---	---	---	---

PRESENT CONDITION OF THE		General Observations, Opinion as to Class, Recommendation, &c.:	
Decks <u>Good. (new)</u>	Bulkheads <u>Good.</u>	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". <u>This vessel is in a good and efficient condition and eligible in my opinion to be classed in the Society's Register Book viz:- "A-" with Notation of S.S. B.As. 2nd. N°3- 3,45 and Docking Date 11,44.</u> <u>NOTE. "Vessel lengthened 26'3"- 1944.</u>	
Caulking of Decks <u>"</u>	Ceiling <u>---</u>		
Coamings <u>"</u>	Cement <u>Good.</u>		
Beams & Fastenings <u>"</u>	Rudder <u>Good.</u>		
Outside Plating <u>"</u>	Steering gear and its connections <u>Good.</u>		
" " in way of sidelights <u>Good.</u>	Windlass <u>Good.</u>		
Frames <u>Good.</u>	Have pumps been examined and found efficient? <u>Yes.</u>		
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>---</u>		
Longitudinals <u>---</u>	Have Watertight Doors been examined and found efficient? <u>(Superstructure) yes.</u>		
Transverses <u>---</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>		
Floors <u>Good.</u>	Air and Sounding Pipes <u>Good.</u>		
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>Yes.</u>		
Stringers <u>" (new)</u>			
Inner Bottom Plating <u>" (new)</u>			
Have the Tanks been examined internally? <u>Yes.</u>			
Have the Tanks been tested? <u>Yes.</u>			
Engine Room Skylights <u>Good. (new)</u>	Coal Bunkers, Opening, Covers, &c. <u>---</u>		
Oil Bunkers <u>Good.</u>	Scuppers <u>Good.</u>		
Cargo Hatchways <u>Good.</u>	Hatches <u>Good.</u>		
Planking <u>---</u>	Treenails <u>---</u>		
Breasthooks & Stemson <u>---</u>	Transoms, Pointers & Crutches <u>---</u>		
Timbers of Frame at openings <u>---</u>	Stringers, Clamps & Shelves <u>---</u>		
Salting (State if examined.) <u>---</u>			
Copper, or Y.M. (State if on Felt.) <u>---</u>	When fitted, Month <u>---</u> Year <u>---</u>		
Boats <u>Good. (2 new).</u>	Masts, Yards, &c. <u>Good.</u>		
Condition, how ascertained <u>By Examn.</u>	Equipment letter <u>---</u>		
Condition, how ascertained (State if wedges removed.) <u>None.</u>	Anchors, No. of <u>2 B. 1 S.</u>		
Equipment letter <u>---</u>	Cables (State if now ranged)		
Chain Locker <u>Good.</u>	" length <u>150 ftms.</u> diamr. <u>1 2/16"</u> (on board)		
Hawsers & Warps <u>---</u>	" Rule length <u>Classed</u> size <u>A-</u>		
Standing and Running Rigging <u>Good</u>	Chain Locker <u>Good.</u>		
Sails <u>---</u>	Hawsers & Warps <u>---</u>		
	Standing and Running Rigging <u>Good</u>		
	Sails <u>---</u>		

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in a good and efficient condition and eligible in my opinion to be classed in the Society's Register Book viz:- "A-" with Notation of S.S. B.As. 2nd. N°3- 3,45 and Docking Date 11,44.

NOTE. "Vessel lengthened 26'3"- 1944.

Survey Fee (per Section 29) £	Fee Charged on Rpt. 1. :	Fees applied for, :
Special Damage or Repair Fee (if any) (per Sec. 29) £	Travelling Expenses (if chargeable) £	Second Surveyor's Fee (if any) £
Received by me, <u>19</u>		

Committee's Minute --- Character Assigned 100A- 11,44 B.As. Specially Surveyed B.As' 2nd ho 3-3,45 Fitted for oil fuel 3,45 F.P. above 150°F. LMC 3,45 S. 11,44 F.D. C.L.

Sing.Sc.Trawler "CORVINA".

NOW DONE:- drilled as necessary for obtaining the scantlings as in the vessel- for particulars please see first entry Report 1. The new constructed double bottom tanks in way of cargo holds, and the fuel oil side bunker tanks abreast of boiler space cofferdams, also original peak tanks, cleaned, examined internally scaled and recoated where necessary, tested as per rule requirements and found or made tight. Plating in wgy of side lights, cement in bottom, decks, casings, masts (no wedging) and rigging, boats (new), hatchways, hatches (in position at hatchways) tarpaulins and battening arrangements, ventilators and coamings, steering gear and its connections, windlass, pumps, companionway, W.T.doors (at machinery casings and forecastle bulkhead, etc), and air sounding pipes examined and found or placed in good condition.

Also the freeboards as assigned by the Prefectura General Maritima, checked and found to be correctly marked.

The anchors and cables and the equipment generally examined.

SUMMARY OF PRINCIPAL ALTERATIONS.

- (1) Vessel lengthened 8 metres (26'-3") forward of the machinery space and former coal bunker dispensed with.
- (2) Between the collision and stokehold bulkheads the space is divided by a transverse W.T. bulkhead forming Nos. 1 and 2 cargo holds which have been insulated and fitted out for the carriage of Refrigerated cargoes. Nos. 1 and 2 cargo hatchways now constructed with necessary hatch beams fore and afters, hatches and battening arrangements etc.-
- (3) Vessel fitted for carrying and burning oil fuel (F.P. above 150°F).
Double bottom oil fuel tanks Nos. 1 and 2 now constructed new, centre line oil tight, extending between collision and stokehold bulkhead with a cofferdam at each end and side bilges port and starboard. Alternate floors are half height (20" at centre girder) for accessibility also conservation of material, the original open floors being used where possible.
 Alternate solid floors and reverse frame fitted new.
 Centre girder 32" x .37 fitted new, full welded each side at lower end with new top angles double. Floors welded to centre girder.
 Frames notched and margin plate fitted continuously, welded both sides, and to framing.
 New tank top plating all welded except centre girder top angles and reverse frames which are riveted.
 The new flanged tank margin bracket plates are fitted by welding.
 The bottom frames are tack welded to shell plating and floors, and a short bottom frame 3" x 2½" x .37 is fitted for 13" each side of the centre line.
 A vertical strut is fitted at the bracket floors.
 Stanchions fitted at hatch corners between upper deck and tank top plating also several at centre line as necessary.
New side fuel tanks constructed on the port and starboard side respectively of the boiler space for 10 frame spaces with a cofferdam 1 frame space aft of stokehold bulkhead.

(Please see follower).

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NOW DONE:- Longitudinal bulkhead continuous welded both sides to bottom plating and upper deck, beams and frames notched and afterwards welded to plating both sides. Shell connecting angles welded and riveted. For particulars of scantlings see plan.

A strong beam and deck transverse floor fitted at after end of side bunkers.

- (4) Upper deck, complete new steel deck fitted.
- (5) Steel Deck House strongly constructed on upper deck between Nos. 1 and 2 hatchways, 10'-0" long x 16'-3" wide x 6'-8" high, divided into two separate compartments by a transverse steel casing, in which are fitted the direct expansion batteries and air circulating fans for Nos. 1 and 2 cargo holds.
- (6) Forecastle space fitted out for accommodation of crew.
- (7) Accommodation aft- aft of the engine room the lower deck space has been reconstructed to accommodate the deck and engineer officers.
- (8) Accommodation amidships- New steel deck house completely constructed abreast and forward of the boiler space, suitably arranged for mess room, galley, pantry, masters quarters, domestic chambers, refrigerating machinery, and on deck above wireless telegraphy and cabin, chart room and wheel house.
- (9) Aft of Engine Casing, Officers W.C. and showers provided.
- (10) Port and starboard side abreast Engine casing.
Strong steel deck house constructed for deck and engine stores respectively, with suitable deck head beams, and plating to machinery top casing to form boat deck.
- (11) Stern frame rudder post fitted with contraflow stream line plating .40 and horizontal diaphragms, of E.W. construction.
- (12) Strong steel companionway constructed on upper deck aft, leading to lower deck accommodation aft.-
- (13) Solepiece of stern frame (forward of propeller post) closed in by 3/8" plating on each side (E.W.).

REPAIRS W & T.

Scaling etc. All steelwork completely exposed and where not renewed scaled and recoated throughout.

SHELL PLATING.

In the present lengthened condition the undermentioned shell plates have been renewed in connection with the new midship section and for wear and tear.

GARBOARD STRAKE (A).

Port, 2,3,4,5,6,8.

Starboard, 1,2,3,4,5,6.

B STRAKE.

Port, 4,5,6,7,10.

Starboard, 1,2,3,4,5,6,7.

C STRAKE.

Port, 4,5,6,7,8 (9 partly).

Starboard, 4,5,6,7,8

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NOW DONE:- D STRAKE. (bilge)

Port. 4,5,6,7,8,9,10,11,12, (13 partly).

Starboard. 4,5,6,7,8,9,10,11.

E STRAKE.

Port. 3,4,5,6,7,8.

Starboard. 4,5,6,7,8.

F STRAKE.

Port. 2,5,6,7,11.

Starboard. 2,3,5,6,7,8.

G STRAKE (Main Sheer).

Port. 3,4,5,6,7,8,10.

Starboard. 3,4,5,6,7,8,9,10.

BULWARKS. Port total 4; starboard 2 new plates.

Port and Starboard Forecastle side plating and sheer plating renewed.

RUDDER, lifted, pintles and bushes renewed.

Side framing and Reverse frames.

NOTE, renewals exclusive of new section added amidships.

Approximately 30% renewed where necessary.

Upper side stringer.

Renewed port and starboard throughout cargo holds of increased width.

Part renewed elsewhere as necessary.

Upper deck plating.

X Renewed throughout, including gunwale bar.

Upper deck beams.

Approximately 40% renewed.

BULKHEADS.

X Collision bulkhead renewed entirely together with stiffeners of welded construction, chain locker (within fore peak tank) renewed completely together with stiffeners, supports, brackets etc.

Transverse Bulkhead Between Nos. 1 and 2 Hold.

Plating and stiffeners partly renewed.

Stokehold bulkhead.

Plating and stiffeners partly renewed.

Additional horizontal stiffener fitted on boiler room side, bracketed to side bunker cofferdam plating,

After peak bulkhead.

X Plating and stiffeners renewed.

Forecastle deck.

X All plating and gunwale bar renewed.

Bow riser plating renewed.

New windlass fitted on hard wood deck sheathing.

All new guard rails, ventilator coamings etc. fitted.

Hawse pipes Port and Starboard fitted new together with shell and deck flanges.

Forecastle bulkhead plating and stiffeners partly renewed.

Machinery space.

Centre girder across floors renewed completely in way of boiler space.

(Please see follower).

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NOT DONE:- Pump seatings etc. part renewed and amended as necessary.

Machinery side casings, stiffeners and brackets partly renewed.

Machinery top casing plates renewed, together with fidley gratings, storm sheets etc.

New engine room skylight (steel) fitted.

Engine and stokehold ventilators and cowls fitted new.

Complete new funnel fitted with guys and fittings.

STEERING GEAR ETC:

New steering engine supplied and fitted together with all connections viz: sheaves, pins, buffer springs adjusting screws, chains, rods, control mechanism etc., Upper deck steady bearing renewed.

New hand steering tiller fitted, quadrant plates and angles part renewed.

New deck stoppers fitted,.

Lifeboats- Two (2) new wood lifeboats fitted complete with davits, falls, equipment, chocks etc.-

MASTS AND RIGGING.

New foremast fitted complete with derricks, cargo running gear, shrouds, stays, fittings etc.

Amidship accommodation All new.

Equipment, of anchors and cables, hawsers, warps, etc. supplied as per report 1.

Pipes, deck fittings etc.

All air and sounding pipes, sanitary discharge piping and valves, deck steam and exhaust piping, deck service and fire lines, fresh water, sanitary piping valves and supply tanks, ladders, rails, wire reels, engine room telegraph, navigational instruments etc, supplied and fitted new.

Also other minor repairs and renewals.

SPECIAL NOTES.

Registered length 153.7 feet.

This figure was taken from the certificate of Registration issued by the Prefectura General Maritima upon completion of the alterations. ✓

The moulded length and overall length were checked by me and are correctly reported on Rtn.1, viz: 141.07 and 150.75 respectively. ✓

It was ascertained that the Prefectura Surveyor had taken the registered length by measuring along the upper deck. When questioning this figure it was promised that the length would be checked at the next docking. ✓

The figure when amended on the certificate will be reported in due course. ✓

TONNAGES.

The amended Gross and net tonnages were extracted from the certificate of Registration. It is also stated that these tonnages are now accepted by the Brazilian Authorities.

WR.



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