

No. in Reg. Book 57237

Survey held at BEAUMONT

Date, First Survey 24/9/37

Last Survey 6/10/1937

24388 on the Wood, Iron or Steel ~~WOOD~~ OIL BARGE EL CARIBE

Tonnage: GROSS 298

UNDER DECK -

NET 141

Built at Balto, Me.

By whom Local S.P. Co.

When 1914

Owners The Local S.P. Co.

Owners' Address (if not already recorded in Appendix to Register Book)

Port belonging to Wilmington, Del.

Managers

Destined Voyage

Surveyed Afloat or in Dry Dock? Bolk.

Name of Dock Mc. Beaumont

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

Classification Survey

Machinery and Utensils

(Including date of N.B., if any)

WB=Cell D Bord Ba feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the spindles of the tanks examined. Also state the amount of deterioration (if any) found in the thickness of the floors, framing, girders, and of the inner bottom plating, especially in the ballast space.

Last Report, No.

Port

Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules. 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 repairs being detailed in the body of the report, should be summarized 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.

Damage Rpt.

Society's Freeboard (if assigned) as painted on Ship and now verified

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

Del. Rev. to American Lake Co.

issued, copy herewith.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, DOCKING, And CLASSIFICATION SURVEY

(S.P. 2nd N. 3.)

Now done for S.P. 2nd N. 3.

Vessel placed on dry dock. Bottom & rudder (removed), cleaned, examined & recoated. Dry cargo hold, deck erection spaces, machinery space, & pump room, cleaned, examined, sealed & recoated where necessary. Shell plating drilled & graged as required by Rule. for particulars, see drilling sheet. Close ceiling removed in cargo hold & afterwards replaced. All cargo tanks, oil fuel bunker, and peak tanks, cleaned, examined internally, sealed & recoated (peak tank), tested (See Contin)

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	De. Plates.	Other Items.
Renewed	36 x 1/2" about 3/4 renewed							Rudder removed, sole piece of stem frame repaired.
Removed and Faired or Repaired	Renewed							Bulkhead plating faired. Repairs to Barge Keel etc.
Faired or Repaired in place	11							

  

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on felt).
Decks	Good	Good	When put on, Month Year
bulking of Decks	"	Good	Boats
Paintings	"	Good	Keel, Yards, &c.
Stems & Fastenings	"	Good	Condition, how ascertained
Outside Plating	"	Good	(State if wedges removed)
" in way of sidelights	"	Good	Sails
Keelstrokes	"	Good	Equipment letter
Transoms	"	Good	Anchors, No. of
Frames	"	Good	Chain Locks (Box) -
Reverse Frames	"	Good	Cables (State if now ranged)
Longitudinals	"	Good	" length 75 ft. mean diam. 7/8"
Transverses	"	Good	" (on board)
Decks	"	Good	" Rule length
Keelsons	"	Good	Hawser & Warps
Stringers	"	Good	Standing and Running Rigging
Inner Bottom Plating (none)	"	Good	

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 now classed in the Register Book without fresh record of survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of S. No. 1-24 and ptd 24, &c."

This vessel is now in a good & efficient condition & eligible in my opinion to be classed, A- "Barge" (For Service in the Gulf & of Mexico & Caribbean Sea), "Carrying petroleum in Bulk," "Part Electrically welded," with fresh record of survey 10, 37, and notation of S.P. GAL 2nd N. 3-10, 37.

Survey Fee (per Section 20)

Classing Fee (per Section 20)

Special Damage or Repair Fee (if any) (per Sec. 20)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

See First Entry Report attached

Fees applied for

5/11/1937

Received by me

11/11/1937

Wm Rennie

Surveyor to Lloyd's Register of Shipping.

NEW YORK DEC 8 1937

Lloyd's Register Foundation



"EL CARIBE"Now Done (Contd.)

As per rule requirements & found or made tight. Cement in bottom (mach space), decks & calings, anchors & chain cables (ranged), masts (wood, no wedging), boats, general equipment, box chain locker, hatchways, steel hatch covers & fastenings, ventilators & coamings, hand steering gear, windlass, hand pumps (no W.T. doors), and air & sounding pipes examined & found or placed in good condition.

Steel, and electric welding adopted in repairs to vessel, carefully examined, hammer tested, and in my opinion satisfactory.

Soundness of vessel verified & checked with the approved plans, & vessel found to be in general conformity with the Societies Rules for the class recommended. (A-)

See also Committee Rpt 1, forwarded herewith.

Repairs (W.T.)

Port. Shell plate D4 - renewed.

Also minor repairs to deck fittings, etc.

Damage stated to be due to stranding on the Blanco Caballo Reef, about 10.50 pm, on the 29<sup>th</sup> August 1934, whilst on a loaded voyage from Guaynilla, Puerto Rico, to Trujillo City, D.R. Republic. (Refloated 3.50 am, 30<sup>th</sup> August 34).

Now Done:- Vessel placed on dry dock. Bottom and rudder, cleaned & examined.

The flat part of the vessel's bottom was found more or less badly buckled, and generally corrugated, necessitating the renewal of thirty six (36) bottom shell plates, and eleven (11) to be partly replaced and faired. The internal structure in way of the bottom was extensively buckled and/or set up, involving renewal or fairing of about two thirds of the floors & frames, bracket plates etc, fairing of bulkhead plating as necessary. Rudder removed, sole piece of stern frame faired & reinforced & tested for alignment. The damage repairs were efficiently carried out by electric welding, all tanks & compartments tested & found or made tight upon completion.

The repairs were satisfactorily effected in accordance with the recommendations as per copy of damage report forwarded herewith to which please refer for full details. <sup>P.S. in way of tank, one intercostal girder plate 10" x 3/8, (F.W.) now fitted.</sup>

Cert B issued. Copy herewith.