

COPY.

# Clodd's Register of Shipping.



Port GALVESTON.

November 5th, 1937.

**This is to Certify** that

William Rennie,

the undersigned Surveyor to this Society did at the request of the owners, survey the steel screw oil barge

"EL CARIBE, 298.64 tons gross of Wilmington.

For the purpose of ascertaining the nature and extent of damage stated to be due to stranding on the Blanco Caballo Reef, about 10:50 p.m. on the 29th August 1937 whilst on a loaded voyage from Guaynilla Puerto Rico, to Trujillo City, Dr. Republic. (Refloated 3:50 a.m. on the 30th August 1937 by means of own power after jettisoning part cargo).

The vessel was drydocked at Saint Thomas, Virgin Islands, on the 8th Sept. 1937 for examination, temporary repairs effected, undocked 11th Sept and then proceeded to Beaumont, Texas, via Guaynilla, for permanent repairs, arriving at theyard about 5:45 p.m. 23rd September.

For further particulars please see Vessel's Log Books.

On the 24th Sept. 1937 and subsequent dates the undersigned visited this vessel whilst lying on drydock and later afloat at the Pennsylvania Shipyards Inc., Beaumont, Texas, and I found damage and recommended repairs as follows:

General nature of the Damage: The flatpart 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 a number to be faired, about thirty (30) keel blocks to be removed for access and provision of special shoring and blocks, lining up and slighting the bottom during execution of the repairs. 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 frames and floors, also bracket plates, bulkhead plating etc to be dealt with as necessary after removal of the damaged shell plating. Also part renewal of bilge keels, repaired to rudder, stern frame, machinery items etc as per report.

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.”

The bottom shell plating was of riveted construction, but the owners decided to carry out the damage repairs by electric welding, thereby effecting a saving in time and reducing the original cost of repairs. The number and sizes of the shell plating given below refer to the actual plates as damaged, but when being renewed, the disposition of the shell butts were arranged to suit the electric welded repairs, and causing some variation in the number and dimensions of the plating, but the total area and weight remaining approximately the same.

FOUND:

RECOMMENDED:

All tanks and compartments, including pipe lines, etc. to be cleaned as necessary and certified gas free before commencing repairs.  
Oil fuel to be removed from bunkers, stored and afterwards replaced.

Vessel to be drydocked, and additional shares to be fitted as necessary.

SHELL PLATING: (numbered from Forward)

Keel Strake;

Keel plates Nos. 1 to 8 inclusive, badly buckled.

Eight (8) keel plates to be renewed. (butt straps dispensed with).  
Total length about 130'-0" x 44" x 7/16".

Stem shoe plate buckled.

To be cropped and renewed for about 4'-0".

Flat plate chafing strip on above keel strake badly buckled

To be renewed. (about 130'-0" x 6" x 3/4").

About thirty keel blocks to be removed for access.

Port Side;

A Strake:

Plates No. 2 to 8 inclusive, badly buckled, A7 being also holed.

These seven (7) plates to be renewed. total length about 118'-0" x 60" x 5/16".

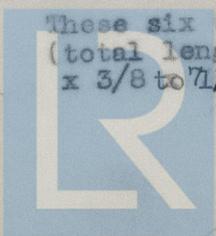
Plate No. 9 set up at forward end.

To be faired in place.

B Strake:-

Plates No. 3 to 8 inclusive, badly buckled.

These six (6) plates to be renewed. (total length about 116'-0" x 60" x 3/8 to 7/16").



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Plate No.9, set up at forward end.

To be partly released, faired and reriveted.

Shell doubling in way of sea injection valve buckled.

Doubler to be renewed and valve refitted.

C Strake:

Plate No.4 badly buckled.

To be renewed.  
(16'-0" x 60" x 5/16").

Plate No.6 set up.

To be partly released, faired in place and reriveted.

D Strake:

Plate No.5 and 7 lower landing set up.

These two (2) plates to be partly released, faired and reriveted.

(No.7 plate was renewed for owners account).

Starboard Side:

A Strake:

Plates Nos. 1 to 9 inclusive, badly buckled.

These nine (9) plates to be renewed.

(total length about 125' x 60" x 5/8").

B Strake:

Plates Nos. 4 to 8 inclusive badly buckled.

These five (5) plates to be renewed.

( Total length about 96'-0" x 60" x 7/16" to 3/8".



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Plates No.3 and 9 set up.

These two (2) plates to be partly released, faired and riveted.

C. Strake :-

Plates Nos. 3 and 4 upper edge buckled.

These two (2) plates to be partly released, faired and riveted.

D Strake:

Plates Nos. 4 and 5 lower edge buckled.

These two(2) plates to be partly released, faired and riveted.

Shell doubling in way of sea injection valve badly buckled.

Doubler to be renewed and valve refitted.

Port Bilge Keel buckled.

Shell bar and plate to be renewed.

Bottom drain plugs and pads, started and torn.

Fourteen (14) to be renewed and fitted.

Stern Frame:

Sole piece slightly bent and set up.

To be faired in place, and reinforced by a sole plate on underside, electrically welded (1½ flat plate) alignment to be checked.

RUDDER:

To be removed, alignment checked and afterwards refitted.

Internal Structure.

Dry Cargo Hold (7 frame spaces)

Six (6) floors, and reverse frames buckled.

To be renewed.

Twelve (12) shell frames (6 P.& S), buckled.

To be renewed to upper deck.

Port & Starboard

Side keelson angles (double) and intercostal plates buckled.

To be renewed together with shell lugs, floor angles and bracket plates as necessary.

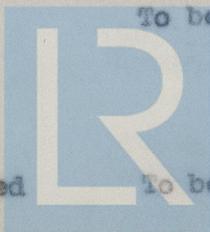
Side stringer:

To be removed and refitted.

After bulkhead,

Lower plating slightly buckled

To be faired in place.



Wood Ceiling.

Wood ceiling to be lifted, refitted and partly renewed.

Cargo battens:

Sixteen (16) to be renewed.

No.1 Main cargo Tank:

Port

Floors, five (5), buckled.

Three (3) to be renewed.  
Two to be removed, faired and replaced.

Shell and Reverse Frames:  
Five (5) buckled.

To be renewed.

Side Intercostal and face bar  
buckled.

To be renewed (6 frame spaces).

Bilge Brackets, six (6) buckled.

To be renewed.

Lower Bulkhead plates buckled.

To be faired in place.

Starboard

Shell Frames five (5) buckled.

To be renewed.

Floors - five (5) slightly buckled.

To be faired in place.

No.2 Main cargo Tank

Port:

Floors, buckled.

Four (4) to be renewed and one (1) to be removed, faired and replaced.

Frames, buckled.

Four (4) to be renewed.

Centre line and after bulkhead lower plating slightly buckled.

To be faired in place.

Starboard

Floors, buckled.

One (1) to be renewed and several to be faired in place.

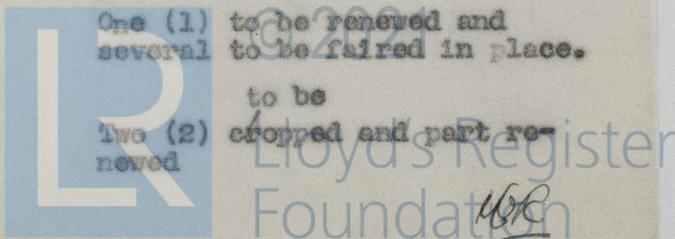
Frames buckled.

to be  
Two (2) cropped and part renewed

Side Intercostal

Slightly buckled.

To be faired in place. 0443 5/10



After bulkhead:  
Slightly buckled, and cargo  
loading started.

Lower plating to be faired in  
place.  
Piping and bulkhead flange  
connection to be refitted.

No. 3 Main cargo tank:

Port

Floors, Five (5) buckled.  
Frames five (5) buckled.

To be renewed.  
To be renewed.

Side intercostal buckled  
(6 frame spaces).

To be renewed complete, together  
with intercostal plates, shell  
and floor clips, face bar, and  
bulkhead brackets.

Floor brackets to centre line  
bulkhead five (5) buckled.

To be renewed.

Centre line bulkhead, slightly  
buckled.

To be partly released, faired and  
reriveted.

Deck beams - five (5) slightly  
bent.

To be faired in place.

Deck fore and aft stringer bar  
buckled.

To be renewed.

Starboard:

Floors, five (5) badly buckled.  
Frames five (5) badly buckled.

To be renewed.  
To be renewed.

Side intercostal buckled.

To be renewed, complete, together  
with intercostal plates, shell and  
floor clips, face bar and bulk  
head brackets.

After bulkhead.

Lower plating, frames and  
stiffeners buckled.

To be partly released, faired  
and reriveted.  
Shell frames and brackets to  
be renewed.

Beams: five (5) slightly  
buckled.

Standing flange to be faired in  
place.

Deck stringer Bracket buckled.

To be renewed.

Floor brackets to centre line  
bulkhead, three (3) buckled.

To be renewed.



No.4 Main cargo tank:

Port:

Floors, five (5) buckled.	To be renewed.
Frames and reverse frames five (5) buckled.	To be renewed.
Side intercostal badly buckled. (6 frame spaces).	Intercostal plating to be renewed, shell, face bar and floor clips to be faired and refitted.
Floor brackets, five (5), buckled.	To be renewed.
Forward and centre line bulkhead slightly buckled.	To be partly released, faired and reriveted.

Starboard:

Floors, five (5) buckled.	To be renewed.
Frames, five (5), buckled.	To be renewed.
Side Intercostal, buckled.	Plating to be renewed and bars to be faired in place.

Nos. 5 Main cargo tank

Port

Floors, seven (7) badly buckled.	To be renewed.
Centre line bulkhead, floor brackets, seven (7), slightly buckled.	To be partly released, faired and reriveted.
After bulkhead brackets, buckled.	To be renewed.

Starboard:

Floors, seven (7) and one (1) transverse buckled.	To be renewed.
Frames, eight (8) badly buckled.	To be renewed.
transverse bulkheads, lower part slightly buckled.	To be partly released, and bulkhead frame and plating faired in place.
Bulkhead brackets, buckled.	To be renewed.



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Cargo Pipe Lines, in all main tanks, a number of flanged connections started.

Piping to be removed, as necessary for access to repairs, refitted, re-jointed and satisfactorily tested out under water pressure on completion.

Cargo tank access ladders  
Four (4) bent and twisted.

To be renewed.

Cofferdam or Gas Oil Tank  
(4 frame spaces)

Port:

Floors, three (3) buckled.

To be renewed together with brackets.

Frames and Reverse frames, three buckled.

To be renewed.

Side Intercostal, badly buckled.

To be renewed completely.

After bulkhead, lower plating and shell frame buckled.

Frame to be renewed and plating to be faired in place.

Centerline Bulkhead shell angles and lower plating buckled.

Shell angles to be renewed, and plating to be faired in place.

Starboard:

Floors three (3) badly buckled.

To be renewed.

Frames and Reverse frames, three (3) buckled.

To be renewed.

Side Intercostal, badly buckled.

To be renewed.

After bulkhead, buckled.

Lower plating and frame to be partly released, and faired in place.

Oil Fuel Tanker:

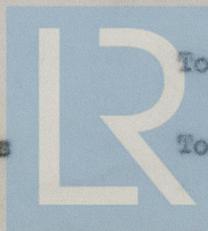
Port (2 frame spaces).

Floors, one (1), buckled.

To be renewed.

Side Stringer and shell clips buckled.

To be renewed.



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WR

tre Line bulkhead floor cket, one (1), buckled.	To be renewed.
tre line bulkhead and shell les, slightly buckled.	To be partly released, faired and reriveted.
nsverse bulkheads, five (5) ll brackets buckled.	Plating and stiffeners to be faired in place, and five brackets to be renewed.
<u>Deckboard:</u>	
e stringer buckled.	To be renewed.
e intercostal and keelson les, buckled.	To be renewed.
<u>Machinery Space:</u>	
(frame spaces)	
ors, nine (9) slightly buckled.	To be partly released, faired and reriveted.
mes twelve (12) slightly buckled.	To be partly released, faired and reriveted.
ercoastal plates, seven (7), slightly kled.	Four to be renewed and three (3) partly released, faired and reriveted.
n engine foundation plate, a few ets started.	To be renewed.
atform plates and bearers.	To be lifted for access and refitted.
<u>er Peak Tank.</u>	To be cleaned and lower part cement washed.

It was further recommended that after removal of the damaged shell plating and additional fairing of frames, floors, intercostals, bulkhead plating and shell angles, shell and floor lugs, etc., to be dealt with and lined up as found necessary.

All new and disturbed material to be recoated as formerly, and any started and broken cement to be made good.

Tank Testings:

All Main cargo tanks, Peak tanks, oil fuel bunker and cofferdam to be tested under pressure and found or made tight on completion of repairs.

Painting:

Bottom to be recoated.

Machinery:

Propeller (bronze, three bladed),  
Tips slightly bent.

Tips to be faired and pitch rechecked.

Screw Shaft: Subject to shock and strain.

To be drawn out for examination.

Found the continuous liner badly scored.

The owners new spare shaft (5-3/16" diameter) to be fitted, and the damaged shaft to be fitted with a new continuous bronze liner.

Main Engine seating and alignment disturbed.

Thrust shaft couplings to be parted, complete alignment of shafting to be tested, main engine lined up to suit, and all holding down bolts to be tested, hardened up and any damaged bolts renewed.

Main Engine exhaust chamber, joints started and leaking.

To be removed and rejointed.

Machinery to be satisfactorily tested under working conditions

The foregoing recommendations were made by me in order that this vessel might be restored to the same good and efficient condition, so far as practicable, as prior to the alleged damage sustained and have been completed to my satisfaction.

Wm. Rennie.  
Surveyor to Lloyd's Register.

Fee	\$250.00	<i>WR</i>
Exp.	30.06	
	<u>\$280.06</u>	



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