

9 DEC 1943

ed by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

EL'S NAME "HABANA"

REPORT Bbo No. 9584

marks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

1st S.S. No.3, Damage, Repairs & Alterations.

The class is subject to the rudder coupling E.W. 8.31 & 5.36 being specially examined at the next dry docking.

The 1st S.S. No.3, due 8.35, was partly held at Bilbao in 1935 & 1936. (See endorsement 12.1.39).

In January 1939 the vessel was generally examined at Bordeaux with a view to proceeding on a short voyage and was subsequently laid up in the Bordeaux district and at Bilbao (see endorsements 10.2.39 and 30.6.39).

The BILBAO Surveyors report the vessel placed in dry dock and bottom coated.

The requirements of a S.S. No.3 have been complied with and renewals to tank top plating, floors and intercostals under the engines and boiler bearers carried out.

The rudder coupling, as above, has been examined and the welding reinforced.

On account of fire damage, extensive renewals or repairs to shell and deck plating, framing, bulkheads, hatchways, casings, bulwarks etc. effected.

The steamer has been converted into a cargo vessel and fitted for oil fuel in accordance with approved plans, endorsements and correspondence.

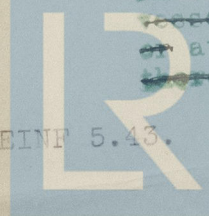
The alterations include the permanent closing of all openings in the ship's sides below the ShadCe deck, the replacement of the existing coal bunkers by new oil fuel bunkers in way of the machinery spaces and forward of same, modifications to bulkheads, cargo hatchways, pillars and girders, deckhouses etc.

It is submitted the vessel's class be amended to "LOCAL "With freeboard" "Fitted for oil fuel 4.43, F.P. above 150°F" with record of survey 5.43 and the notation of S.S. No.3-5.43 subject as above.

5.43 Bbo. } subject.  
S.S. Bbo. No.3-5.43 }

Amend S.R.L:- E.W. 8.31 and 5.36 REINF 5.43.

PLATING to be DRILLED when vessel is 20 years old, or at next Special Survey. thereafter.



Lloyd's Register Foundation

010461-010465-010467



Amend in Register Book.

0100A1	to	0100A1 "With freeboard
Shade dk		"Fitted for oil fuel 4.43, F.P. above 150°F"
3 Dks (Stl-Uws)	to	3 Dks & Shelter dk X
Shade dk (Stl-teaks)		
10 BH	to	X
F58'on Shade dk	to	F58'

The Surveyors should be informed it is concluded the double bottom tanks under the machinery spaces have not been converted for the use of oil fuel and the lower deck has not been removed as proposed.

It is further concluded the shell plating has not been drilled as required for a 2nd S.S. No.3, but if this should be the case, the results of the drilling should be forwarded for consideration. In the meantime a notation of S.S. No.3 will be recommended for approval, subject to the shell plating being drilled at the next Special Survey.

It should be pointed out to them that the reported diameter of 60 mm of the chain cables on board is the mean diameter at which renewal of the cables is required by the Rules. As however no recommendation for renewal is made in the report it is concluded the actual diameter is slightly above 60 mm, but this should be confirmed.

They should state whether the collision bulkhead has been extended to the Shelter<sup>deck</sup> and the bulkheads in the 'tween decks below reinforced as required by the Rules. They should state the number and extent of the oil or watertight bulkheads to be recorded in the Register Book and forward a sketch on which these are indicated.

*C.A.M.* *f.c.D.*  
*10.11.43*

X See endorsement 14.3.44



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