

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 7th August 1943 When handed in at Local Office August 1943Port of BilbaoNo. in  
Reg. Book 6Survey held at BilbaoDate, First Survey 11th Sept 1939Last Survey 18th May 1943(No. of Visits 95)25281 74843 on the Wood, Iron or Steel W. I. S."HABANA" (ex Alfonso XIII)

TONNAGE—

GROSS 10 551UNDER DK. 7 238NET 5 915Built at BilbaoBy whom S.E.C.N.When 1923 — 8Owners Cia. Transatlantica

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to BarcelonaSurveyed Afloat or in Dry Dock? bothName of Dock La Euskalduna

Destined Voyage

Cell DBor DBa

feet; uE&BRepaired at S.E.C.N. - Santosfeet; 7feet; 1feet; 1

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).

+ 100 A1

+ LMC

Shade Deck 5.36

MS 11.35

SS Bbs N.2-31

BS 9.35

TS (CL) P 1.36

5.36

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 5097

Port

Bdx

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 Anchor 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.

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  
painted on Ship and now verified1750 mmWas a damage report made by anyone else? if so, by whom? Underwriter's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey 2nd N.3 — Fire DamageRepairs — Conversion to Cargo Vessel with only 12 passengers.Now Done: — Vessel placed in dry dock, the bottom, keel and rudder cleaned examined and coated.

The holds, peaks, tween decks, coal bunkers and machinery space cleared. All clow and spar ceiling removed from tank tops and vessels sides in holds and bunkers, timber boards removed throughout. All casings of soil, scupper, air and sounding pipes removed. Steel work generally exposed. All oxidation removed from steel, this found in good condition with the exception of parts damaged and some few wasted parts repaired as stated below. All steel surfaces coated.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates in kg	Frames in kg	R. Frames.	Floors and Bracket Floors	Beams. in kg	Inner Bottom Plates.	Dk. Plates. in kg	Other Items:—
Renewed	95 815	—	—	—	111 301	—	428 610	Please see summary at
Removed and Fair'd or Repaired.	62 220	54 972	—	—	78 976	—	81 284	end of damage
Fair'd or Repaired in place.	17 160	—	—	—	348	—	19 060	report.

SENT CONDITION OF THE

king of Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	
ings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
is & Fastenings	"	Cement or Asphalt	Cement	Oil Bunkers	"	Boats	good
de Plating	"	Rudder	good	Scuppers	"	Masts, Yards, &c.	
in way of sidelights	X	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	unskipped
es	"	Windlass	"	Hatches	"	(State if wedges removed.)	
se Frames	"	Have pumps been examined and found efficient?	yes	Planking		Equipment letter	+
tudinals	"	Have Sluice Valves been examined and found efficient?	—	Caulking		Anchors, No. of	3 B; 1 S
verses	"	Have Watertight Doors been examined and found efficient?	yes	Treenails		Cables (State if now ranged)	yes
ons	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		length 550 mm mean diam. 60 mm	
ers	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		Rule length " size 66.5	
Bottom Plating	"	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		Chain Locker	good
the Tanks been examined internally?	yes			at other places		Hawsers & Warps	complete
the Tanks been tested?	yes			Stringers, Clamps & Shelves		Standing and Running Rigging	good
				Salting (State if examined.)		Sails	—

General Observations, Opinion as to Class, Recommendation, &amp;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 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".

All the requirements for 2nd SS N.3 having been complied with, except gauging of shell plating, this vessel is now eligible in my opinion to remain as classed with fresh record of survey 5.43 and the notation of — Bbs 2nd SS N.3 — 5.43.

Survey Fee (per Section 29)	£4,000.00	Fees applied for,	8/7/1943.
Special Damage & Reconstruction (per Sec. 29)	14,000.00	Received by me,	21/7/1943.
Freeboard	600.00		
Travelling Expenses	233.70		
Postage & Telegrams, &c.	500.00		

Committee's Minute

TUES. 14 DEC 1943

Character Assigned

Write Bbs (A1)

Ain 2nd class to +100A1 with 7th

2 Bbs in oil hull 4.43 F.R. above 1.38:2

5.43 Bbs

SS N.3-5.43

subject + LMC 4.43 subject

R. Zubizarra  
Surveyor to Lloyd's Register of Shipping.Lloyd's Register  
Foundation



Hull of the Tw. St. S. S. " HABANA "

11 2nd Sheet

Shell Plating :- Starboard side :- plates M9, □; M10, □; M11, Δ; M14, □; M15, □; M16, ⊕; M17, ⊕; M18, □; M19, □; M20, □; L20, □; L19, ⊕; L17, ⊕; L16, ⊕; L15, □; L9, Δ; L8, Δ; K13, □; K14, ⊕; K15, ⊕; K16, □; K17, ⊕; K18, □; J16, Δ; J17, Δ; N14, to renew :- N10; N12; N13; N14; N15; N16; N17; N18; N19; N20; 019; 018; 017; 016; 015; 014; 013; 012; 011;; 010, □; 09, ⊕; 08, □. 7 doubling plates to remove & fair. In bulkhead 12 plates to renew. 61 frames (37 to 97) to □ in a depth of 5 m; 64 frames (98 to 164) to □ in a depth of 7.7 m. Port side :- plates M10, □; M13, □; M14, ⊕; M15, Δ; M16, Δ; M17, □; M18, □; M19, □; M20, □; N11, □; N12, □; N13, □; N14, ⊕; N15, □; N17, ⊕; N18, ⊕; N19, ⊕; N20, ⊕; N21, □; 09, ⊕; 010, □; 011. To renew :- 012; 013; 014; 015; 016; 017; 018; 019;; L10, □; L13, □; L15, □; L16, ⊕; L17, ⊕; L19, ⊕. - 11 doubling plates to □; 16 bulkhead plates to renew, 3 to □ & 1, ●. 26 frames (56 to 53 and 62 to 83) to □ - a depth of 5 m and 89 frames (54 to 61 and 84 to 164) to □ in a depth of 7.7 m.

Superstructure Fore Front Bulkhead :- 25 plates to renew  
Promenade Deck Bulkhead :- 107 m of plating to renew.  
Promenade Deck House :- 122 plates to renew.  
Shade Deck Superstructures :- 115 plates to renew.  
Winches House :- 17 plates to renew.  
Boat Deck Plates :- Strake A, 5 ⊕; strake B, 8 ⊕; C, 16 ⊕; D, 22 ⊕; E, 40 ⊕; F, 18 ⊕; G, 16 ⊕.  
2nd Class Smoking Room Roof :- 11 plates to renew  
Music Room Roof :- 31 plates to renew  
Hall Roof :- 22 plates to renew.  
Bridge Deck :- 30 plates to renew.  
Skylight Casing :- 20 plates to renew.  
Wheel House and Chart Room :- 20 plates to renew.  
Promenade Deck Plates :- strake A, 9 plates to ⊕; B, 20 ⊕; C, 28 ⊕; D, 26 ⊕; E, 26 ⊕; F, 10 ⊕; G, 20 ⊕.  
Boat Deck :- Girders & Pillars :- 17 plates ⊕; 18 forged pillars ⊕; 10 forged pillars □; 46 angular pillars ⊕; 46 angular pillars □. 42 beams ⊕; 60 half-beams ⊕; 44 half-beams □.  
Shade Deck Plates :- strake A, 8 plates ⊕; A1, 21 ⊕; B, 24 ⊕; 2 □; C, 24 ⊕, 12 Δ; D, 22 ⊕, 3 □; 1 Δ; T, 22 ⊕, 8 □.  
Shade Deck Beams & Frames :- 69 beams ⊕; 7 beams & 15 half-beams □; 4 half-beams Δ. In N/Z hatch : 4 plates □; 24 stiffeners □.

P.T.  $\rightarrow$  3rd Steel

3rd Street

22610

All the double bottom and peak tanks and all the new vertical oil tanks examined and hydraulic tested. Drillings taken where necessary. Doublings under sounding pipes. Chain cables ranged and examined.

Anchors, masts, spars, rigging and general equipment examined and repaired or renewed.

Hatch covers, tarpaulins and fastenings completely renewed.  
The steering engine and its connections, quadrant, tele-  
motor, steering gear completely overhauled examined  
and tested at sea.

Windlass, hand pumps, watertight doors air and sound-  
ing pipes examined and found or put in  
good condition.

Freeboard markings verified.

Damage and Reconstruction Distinction :- As this vessel has been reconstructed with a different structure, first it is specified the damage and necessary repairs to the original structure and after it is summarized the reconstruction effected.

Damage : - Damage caused by fire whilst lying afloat at the port of Bilbao on the 14th September 1939.

To specify necessary repairs to local damage the

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

Number of Certificate	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT. OF STOCK.			TEST PER CERTIFICATE*			WEIGHT REQUIRED BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
1st Bower . .														If Patent state name of Patentee.		
2nd »																
3rd »																
Collective Weight.																
Stream . . . .																
Kedge. . . . .																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

following symbols are used:-

⊕ means :- plate or section to be renewed  
□ " " " " " " removed, fired  
annealed (if necessary) and refitted.

Δ Numeration of plating from garboard  
strake and from stern post.

P. T. 5 - 2nd Sheet

A

R. Z.



## Hull of the T.S. S.S. "HABANA"

## || 3rd Steel

Upper Deck Plates :- strike A (centre), 10 plates  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; B (port); 9  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; B (starb); 9  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; C (port & starb) 28  $\oplus$ ; 3  $\square$ ; D (M & S) 23  $\oplus$ ; 3  $\square$ ; 3  $\Delta$ ; E (M & S) 22  $\oplus$ ; 4  $\square$ ; 3  $\Delta$ ; F - 22  $\oplus$ ; 2  $\square$ ; 4  $\Delta$ ; 25 small doubles  $\square$ .

Upper Deck Beams :- 31  $\oplus$ ; 12 half beams  $\oplus$ ; 38  $\square$ ; 120 half beams  $\square$ .

Main Deck Plates :- strike A (centre) 5  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; B (M) 4  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; B (S) 4  $\oplus$ ; C (M) 5  $\oplus$ ; 1  $\square$ ; C (S) 5  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; D (M) 6  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; D (S) 7  $\oplus$ ; 2  $\square$ ; 1  $\Delta$ ; E (M) 5  $\oplus$ ; 1  $\square$ ; E (S) 7  $\oplus$ ; 2  $\square$ ; 1  $\Delta$ ; F (M) 5  $\oplus$ ; 1  $\square$ ; 1  $\Delta$ ; F (S) 8  $\oplus$ ; 2  $\square$ ; Stinger (M) 7  $\oplus$ ; 1  $\square$ ; stinger (S) 7  $\oplus$ ; 4  $\square$ .

Main Deck Beams :- 24  $\oplus$ ; 15 half- $\oplus$ ; 13  $\square$ ; 12 half- $\square$ .

Lower Deck Plates :- strike A (centre) 1  $\oplus$ ; 2  $\square$ ; B (M) 1  $\oplus$ ; 2  $\square$ ; B (S) 3  $\oplus$ ; C (M) 3  $\oplus$ ; C (S) 2  $\oplus$ ; 2  $\square$ ; D (M) 2  $\oplus$ ; 1  $\square$ ; D (S) 3  $\oplus$ ; E (M) 2  $\oplus$ ; 2  $\square$ ; E (S) 2  $\oplus$ ; 3  $\square$ ; F (M) 3  $\oplus$ ; F (S) 3  $\oplus$ ; 1  $\square$ ; G (M) 3  $\oplus$ ; 1  $\square$ ; G (S) 3  $\oplus$ ; 2  $\square$ ; port stinger 3  $\oplus$ ; starb. stinger 3  $\oplus$ ; 1  $\square$ .

Bulkheads Over Shade, Promenade & Boat Decks :- N. 125 skylight 6 plates  $\oplus$ ; N. 127 skylight 6  $\oplus$ ; N. 126 skylight & hall 18  $\oplus$ ; N. 126-128 skylight 6  $\oplus$ ; N. 79 in shade deck 8  $\oplus$ ; N. 78-79 skylight 4  $\oplus$ ; N. 128 skylight 7  $\oplus$ ; N. 112 Boat Deck 6  $\oplus$ ; N. 140 accommodation front 7  $\oplus$ .

Upper Deck Accommodation Bulkheads between N. 43 & 149 - 170 plates to renew & 4 to remove & fair.

N. 148 Bulkhead - 12 plates to renew.

Officers' Accommodation Bulkhead - 11 plates to renew.

Shade Deck Baths etc 10 plates to renew.

Engine Room Casing 30 " " " "

N. 62 Bulkhead 4 " " " "

N. 64 " 9 " " " "

N. 73 " 16 " " " "

N. 74 " 10 " " " "

Boiler Room Casing 46 " " " "

N. 87 1/2 Bulkhead 10 " " " "

N. 88 1/2 " 10 " " " "

N. 90 " 16 " " " "

N. 93 " 10 " " " "

N. 104 " 10 " " " "

N. 108 " Several stiffeners to renew.

Ventilation Trunk 6 plates to renew.

N. 95 Bulkhead 10 " " " "

N. 54 " 4 " " " "

Firescreen Bulkheads and Machinery Casing :- In promenade deck, 8 plates to renew. In shade deck, 4 plates to renew. In upper deck, 12 plates to renew.

Accommodation Bulkheads on Main Deck :- 6 plates to renew;

P.T.  $\rightarrow$  4th Steel

P.C.



## Hull of the Tug. S.S. "HABANA"

4th Sheet

16 plates to remove, fair &amp; refit.

Cargo Hatchway between N. 37 &amp; 38 frames: - 8 plates to renew; 4, □.

Stairway " 50 &amp; 54 " " " " " " " " " " " "

Engine Room and lavabos between N. 62 &amp; 83 frames: - 3 plates to renew; 19 plates to remove &amp; fair.

N. 79-82 Bulkhead (starb.): - 9 plates to renew.

N. 92 Bulkhead: - 2 plates to fair in place.

N. 96 " (starb.): - 2 plates to remove, fair &amp; refit.

N. 99 " " " " " " " " " " " "

N. 102 " " " " " " " " " " " "

N. 92-98 Long. " (starb.): - 5 " " " " " " " " " "

N. 98-102 " " " " " " " " " " " "

Ash skoot " " " " " " " " " " " "

Accommodation Bulkhead on Main Deck Forward: -

In N. 117 bulkhead: 2 plates, ⊕; N. 114-116 bulkhead: 2 plates, ⊕;

20 plates, □; N. 108-112 bulkhead: 4 plates, □; N. 120-122

bulkhead: 6 plates, ⊕; 6, □. N. 126-128 skylight trunk: to

renew complete. N. 131-133 lift trunk: to remove &amp; fair complete.

N. 140-148 bulkhead: 6 plates to renew. N. 148-163 bulkhead

4 plates to renew; 5 to □. N. 139-143 bulkhead: 6 plates

to remove &amp; fair. N. 149-158 bulkhead: 4 plates to

remove &amp; fair. N. 163-166 bulkhead: 6 plates to remove

&amp; fair. N. 161 bulkhead: 2 plates, ⊕; 6, □. N. 161-166 bld.

12 plates, □. N. 79 W.T. bulkhead: 9 plates, ⊕; 5, □; 20

stiffeners, □. N. 83 W.T. " " " " " " " " " " " "

" "

" "

" "

" "

" "

" "

" "

## Summary of Shell Damage

Port Side &amp; Starb. Side: Kilogramme

Shell Plates to be renewed 40.990 &amp; 54.825

" " " " " removed &amp; fared 36.765 &amp; 25.455

" " " " " fared in place. 7.395 &amp; 9.765

Bulkwork " " " renewed 3.691 &amp; 3.586

Frames to be removed &amp; fared 27.741 &amp; 27.231

Stiffeners, doors, sections, to remove &amp; fair 7.300 &amp; 5.700

R. 2

P.T. → 5th Sheet

0123 4/6



Hull of the T.S. S.S. "HABANA"

115th Steel

Summary of Decks Damage in Kilograms  
of Plating (Pl.) and Sections (Sec.)

	TO RENEW	TO REMOVE & FAIR	TO FAIR IN PLACE
Boat Deck	46 186	-	-
Shade Deck	130 979	12 290	6 240
Upper Deck	123 503	28 621	9 186
Main Deck	44 364	20 770	3 634
Promenade Deck	70 512	690	-
Lower Deck	13 066	14 253	-

Summary of Wooden Decks Damage

Covered with teak wood = 891 m<sup>2</sup> = 100% destroyed  
 Covered with pitchpine wood = 5489 m<sup>2</sup> = near 90% "

Summary of TOTAL DAMAGE in Kilograms of structural steel of Shell, Decks, Bulkheads, Hatches & Superstructures.

KILOGRAMMS →	TO RENEW	TO REMOVE & FAIR	TO FAIR IN PLACE
PLATES	750 351	195 938	35 573
SECTIONS	175 181	157 995	415
TOTAL	925 532	353 933	35 988

Wear & Tear Repairs : - 9 plates, 1 floor and 2 intercostals under engines tank and boilers stools renewed or doubled. Rudder coupling weld reinforced.

RECONSTRUCTION : -

Vessel reconstructed in accord with the following plans and letters of instructions : -

Midship Section	approved at Glasgow on the 14th April 1941
Hatches	26th May 1941
Decks & Pillars	7th March 1941
Fuel Tanks	18th Nov 1940
Lower Deck	" " "
Pipes Ducts	" " "

Letters of the 18th Nov 40 (Oil Bunkers) ; 31st Dec. 40 &

14th Feb 41 (Pillars & Girders) ; 7th March 41 & 11th March 41 (Alta-

P. T. → 6th Steel

R.Z.



## Hull of the Tor. S.S. "HABANA"

ations); 27th May 1941 (Modifications to Hatchways) and 116th Steel and Others.

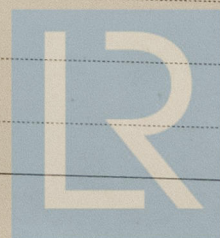
All the steel used in this reconstruction has been tested by Lloyd's Register. All the steel damaged by fire has suffered an annealing process before refitting and satisfactory tensile and bend tests were made of pieces cut from a damaged shell plate, a beam and a frame.

Some of the weights of steel used in repairing and reconstructing are given below.

Part Repaired or Reconstructed		Plates	Sections
Boat Deck		34 500 kg	1000 kg
Shade Deck		208 285	1042
Upper Deck		145 110	7114
Main Deck		138 498	8312
Lower Deck		22 850	2517
Shell	K Stroke	29 030	-
"	L "	34 850	-
"	M "	12 620	-
"	N "	30 440	-
"	O "	54 835	-
Frame		-	9192
Beams & Brackets		-	115 000
Vertical Oil Tanks		140 353	77 492
Double Bottom		16 000	2 945
Several Bulkheads		26 000	8 000
Machinery Casing		57 000	17 500

The total weight of steel used for repairing and reconstructing = 1,751,575 kg

P. Zubizarra



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Foundation