

REC'D NEW YORK OCT 9 1952

2800/1952

Rpt. 8.

(Received at London Office)

No. 39709

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23. 9. 1952. When handed in at Local Office 19. 9. 1952. Port of Curacao, N.A.
No. in Survey held at Willemstad, Curacao, N.A. Date, First Survey 4. 9. 52 Last Survey 20. 9. 1952.
Reg. Book. on the Wood, Iron or Steel T.S.S. "CONCHITA"
Tonnage: 2676 Built at Glasgow By whom W. Beardmore & Co. Ltd. When 1924 6
GROSS 2702 Owners N.V. Curacaosche Scheepv. Maats. Owners' Address
UNDER DK 1798 Managers -DO- Port belonging to Willemstad
NET 1481

Surveyed Afloat or in Dry Dock? Both Name of Dock Beatrix Destined Voyage

Ba feet; uE & B feet; f feet
Tons. FPT tons; APT tons; MT feet tons.

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

All alterations in the existing records should be underlined.

Report, No. 3760 Port Cco.

When held, must be reported in detail and serially in the terms of the Rules and items remaining to complete should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations of repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose and to whom and why they were declined

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 Survey	
		(Including date of N.B., if any)	
100A1	10.51	TMC	10.48
ss. Wmd. -10.48 (Dr)		BS	10.51
Carrying Ptrlm		CL	
in bulk.		S. N	9.50
		P.	10.51
FITTED FOR OIL FUEL			
F.P. ABOVE 150° F.	6.24		

Society's Freeboard (if assigned) as painted on Ship and now verified } 1 ft. 6 1/2 ins.

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

EXAMINATION AS PER RULE, FOR Drydocking, Special Survey and Load Line Renewal Survey.

Vessel placed in drydock, bottom, sides and rudder cleaned, examined and recoated. and after peak spaces and tanks, chain locker, dryhold, pumproom, all main and wing cargo bunker tanks (under suction strums) machinery spaces and under engines and boilers, crew plating under side lights, decks, casings, hatches, covers, ventilators and coamings, appliances, air and sounding pipes, steering gear, windlass, anchors and cables, mast and pumps, boats, general equipment &c examined and found or placed in good order. The fore peak tanks, cargo tanks and bunker tanks tested and proved tight. Load Line Renewal carried out and the Harbourmaster advised that he may issue new Certificates for a period years from 18th September, 1952.

Rudder lifted, two middle pintles and gudgeon bushings renewed. Over

DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
...								
and Faired or Repaired								
Repaired in place								

CONDITION OF THE	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
"	"	Ceiling	...	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	Year
"	"	Cement or Asphal	Good	Oil Bunkers	...	When fitted, Month	
"	"	Rudder	Good	Scuppers	Good	Boats	Good
"	"	Steering gear and its connections.	"	Cargo Hatchways	"	Masts, Yards, &c.	"
"	"	Windlass	"	Hatches	"	Condition, how ascertained Rpt. Attach.	
"	"	Have pumps been examined and found efficient?	Good	Planking		(State if wedges removed.)	t
"	"	Have Sluice Valves been examined and found efficient?	...	Caulking		Equipment letter	3 B & 1 S
"	"	Have Watertight Doors been examined and found efficient?	Good	Treenails		Anchors, No. of	Yes
"	"	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson		Cables (State if now ranged)	Yes
"	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches		" length 240 mean diamr. 1.13/16	
"	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		(on board.)	size 1.7/8
"	"			" " at other places		" Rule length 240	
"	"			Stringers, Clamps & Shelves		Chain Locker	Good
"	"			Salting		Hawsers & Warps	Sufficient
"	"			State if examined.		Standing and Running Rigging	Efficient
"	"					Sails	...

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

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, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of" or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

is eligible in my opinion to be retained as now classed with fresh record of Survey

to have a Notation of S.S. Wmd. -9, 52, Endorsement:- Indented plating (P&S) forward.

Survey Fee (per Section 29) Dkg 250.00

Special Damage or Repair Fee (If any) SS 937.50

Travelling Expenses (if chargeable) F 40.00

Second Surveyor's Fee (if any) L.L. 150.00

Committee's Minute THU 6 NOV 1952

Character Assigned 9.52 Wmd. (with endorsement)

Fees applied for, 22. 9. 1952.

Received by me, 19.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

CERTIFICATE WRITTEN. +LMC 9,52

Is Certificate required? If so, to be sent to

Rivets in butts of bilge strake plate in way of Nos. 1, 2, 3 tanks (PS) renewed.

Bilge strake plate in way of No. 2 tank (SS) cropped and part renewed 8'0" x 2'0" due to local wastage. Bilge strake plate in way of No. 3 tank (SS) cropped and part renewed 8'0" x 2'0" also due to local wastage.

The following shell plates are indented but are still full thickness and not dealt with.

This indented plating does not affect the efficiency of the vessel.

Port side sheer strake 10-11 F strake 9, 10, 11.

Starboard side sheer strake 10-11 F strake 9, 10, 11.

Poop deck on port side of steering engine house cropped and part renewed 7'0" x 4'0".

Beat deck in way of port alleyway cropped and part renewed 15'0" x 4'0" and in way of starboard alleyway 20'0" x 4'0".

Trunk deck in way of galley completely renewed due to wastage.

Wash bulkhead in starboard wing tank No. 1 cropped and part renewed 8'0" x 3'0".

Under deck beam in way of coaming of No. 1 port wing tank cropped and 8'6" renewed.

Windlass:- Port and Starboard cable lifters renewed. Ventilators and coamings repaired or renewed as required.

All scuppers throughout vessel overhauled. Guard rails repaired as necessary.

Port lifeboat renewed. Other minor items.

ANCHORS.

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 Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	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.

CHAIN CABLES.

[illegible]