

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th May, 1946 When handed in at Local Office 28th May, 1946 Port of Baltimore, Maryland
No. in Reg. Book 34412 Survey held at Baltimore, Md. Date, First Survey 1st Feb. Last Survey 12th April 1946
(No. of Visits 46)

on the ~~Wood-Blocker~~ Steel T.S.S. "TASAJERA"

TONNAGE: Built at Haverton Hill-on-Tees By whom Furness S. B. Co. Ltd. When 1938 3
GROSS 3677 Owners Large Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 2420 Managers R. A. Garder Port belonging to London, PENAM4
NET 2161

Surveyed Afloat or in Dry Dock? Both Name of Dock Maryland Drydock Co. Destined Voyage Aruba, DWI

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 47000 Port N.Y.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 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.

Not Required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Reconversion from L.S.T. and Special Survey.

Now done: Vessel placed in drydock and the following damage repairs carried out.

Damage sustained whilst on Naval Service, (counting from stern)

"A" Eighteen (18) shell plates renewed (Keel - 14, 15 and 16; S.S. - A 15 and 16; B 14; C 12, D 11, E 9, 10, 11, 12, 13 and 13 A; F 8 and 11; P.S. - A 15 and 16)

Two (2) shell plates cropped and part renewed (S.S. - C 8 aft end; C 16 fore end)

Three (3) shell plates removed, faired and refitted (S.S. - B 15; D 15 and E 14)

Two (2) shell plates released, faired and refitted (S.S. - C 14; P.S. - B 14)

Four (4) shell plates faired in place (S.S. - F 7, 9, 10 and 12)

One (1) shell plate, defective welding veed out and rewelded (S.S. - D 8)

Nine (9) floors renewed. (Frames Nos. 163 to 171 inclusive) Port and Starboard sides, across centre line of vessel.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	26			9				Appx. 50' bulb angle cap rail. 5 flange tripping brackets.
Removed and Faired or Repaired	4							Appx. 14' intercostal girder.
Faired or Repaired in place	16							10 Spigot patches

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Belt.)
Decks — Good	Good	Good	When fitted, Month — Year —
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	Boats — Good
Coamings	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
Beams & Fastenings	Rudder	Scuppers	Condition, how ascertained by exam. (State if wedges removed.)
Outside Plating	Steering gear and its connections	Cargo Hatchways	Equipment letter
" " in way of sidelights	Windlass	Hatches	Anchors, No. of
Frames	Have pumps been examined and found efficient?	Planking	Cables (State if now ranged)
Reverse Frames	Yes	Caulking	" length 270 fms. mean diamr. 2 1/16"
Longitudinals	Have Sluice Valves been examined and found efficient?	Treenails	" Rule length 270 fms. size 2 1/16"
Transverses	Yes	Breasthooks & Stemson	Chain Locker
Floors	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	Hawser & Warps
Keelsons	Yes	Timbers of Frame at openings	Standing and Running Rigging
Stringers	Have Ventilators and their Coamings been examined and found efficient?	" " at other places	Sails
Inner Bottom Plating	Yes	Stringers, Clamps & Shelves	
Have the Tanks been examined internally?	Air and Sounding Pipes	Saltg	
Have the Tanks been tested?	Yes	(State if examined.)	
	Doubling Plates under Sounding Pipes		

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 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."

This vessel is now in good and efficient condition and eligible in my opinion to remain as classed, * 100 Al, with record of Survey 4,46 and notation of S.S. Bal. 4,46

Survey Fee (per Section 29)	£	\$195.00	Fees applied for,
Reconversion and Special Damage Repair Fee (if any) (per Sec. 29)	£	550.00	May 28, 1946
Late & Sun. Fees	£	20.00	Received by me,
Travelling Expenses (if chargeable)	£	58.50	19
Telephone	£	20.00	
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned 4, 46, BAL

S. S. BAL - 4, 46, 47, 46
B.S. 4, 46, T.S. 3, 46

WED. 24 JUL 1946

Surveyor to Lloyd's Register of Shipping.

012211-012220-00275

T.S.S. "TASAJERA"

Hull Cont'd.

Seven (7) sections of C/L intercostal girder renewed (Frames Nos. 163 to 170)

"B" Counting from stern (except where noted)

Eight (8) shell plates renewed (s.s.- J 19; K 1, 2 and 3 (from bow); L 1, 2 and 3 (from bow);

P.S. - H 4.

Two (2) shell plates cropped and part renewed (p.s.- J 6 fore end; K 3 aft end)

One (1) shell plate removed, faired and refitted (p.s.- J 5)

Five (5) shell plates released, faired and refitted (p.s. - G 13; H 5 and 6; L 2 and 3)

Miscellaneous: Bulb angle cap rail renewed in way of shell plates (L 1, 2 and 3) s.s. from bow.

Five (5) flange tripping brackets renewed in fore peak.

Ten (10) spigot patches fitted to disused scupper openings etc. (p.s.)

With vessel in drydock, brow assembly forward, together with main and auxiliary ramps, watertight doors, landing bulkheads, etc., and all gear and construction necessary for naval control of vessel, removed and parts replaced or renewed as per original design.

Stem bow plates and furnace bow plates renewed, together with hooks, stringers, brackets, clips and all connections.

All De-Gaussing cables and fittings removed.

Diesel driven generators and switchboards remaining on board.

Reconversion repairs effected:

Trunk sides (P & S) cut down to original height, stiffeners and webs on trunk sides renewed, riveted in place and stiffeners welded to lower sections at approximately twelve (12) inches below upper deck.

Trunk deck in its entirety from poop deck to forecable deck together with beams, girders,

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

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 and Superintendent.
		lbs.	qrs. lbs.	lbs.	qrs. lbs.	lbs.	qrs. lbs.	lbs.	qrs. lbs.			
15072	1st Bower	5934				100912		5880		Baldr Stockless	Baldr	Chester, Pa. 25 - 2 - 46
15073	2nd "	5898				100912		5880		" "	Anchor	25 - 2 - 46
	3rd "										Chain and Forge	
	Collective Weight										Division	27 - 3 - 46
15092	Stream 2205					47376		1568				J. K. Helms
	Kedge											

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
2590	270	2 1/16			68748	64260	270	2 1/16	Di-10k Stud Link	Baldr Anchor, Chain and Forge, Co.	29 - 1 - 46 Chester, Pa. J. K. Helms
			34330	34110							

brackets, clips etc. attached, lowered to original height above upper deck and riveted in place.

Centre line swash plate bulkhead fitted in all main cargo tanks, together with stiffeners,

brackets etc., as per original design.

Suitable foundations constructed on forecable deck and new anchor windlass installed complete,

together with compressors, hawse and chain pipes of welded construction, (P & S)

Chain locker formed between Frames Nos. 162 and 165 (from aft) below upper deck, fitted with divisional bulkhead and Bitter Ends.

New sections of transverse bulkhead No. 165 installed and fore peak formed below upper deck

abd forward

(P.T.O.)

Rpt. 9a.

Port of Baltimore, Md.

Continuation of Report No. 8338

dated 24th May, 1946

on the

T.S.S. "TASAJERA"

Hull Cont'd. Sheet 2

New Sections of transverse bulkheads Nos. 86, 102, 118, 124 and 150, also new sections of longitudinal bulkheads from Frame Nos. 132 to Frame 156 (P & S) installed between upper

deck and trunk deck together with all vertical and horizontal stiffeners, brackets, clips and connections as per original design.

After cofferdam bulkhead lower plating installed, together with stiffeners etc.

Transverse bulkheads installed at Frame No. 29 (P & S) and longitudinal bulkheads installed

between Frames No. 29 to 36, approximately nineteen (19) feet off C/L (P & S), extending

from bottom shell to upper deck, together with all stiffeners, brackets, clips, beams, headers stringers and swash plates, forming fuel oil bunkers (P & S) as per original design.

All door openings in longitudinal bulkheads, between Frames No. 54 to 86 (P & S) and in transverse bulkhead No. 54, in way of watertight platform removed, and upper deck, also openings in poop deck and stern plating of hawse pipe removed, closed with suitable welded doublers.

New bridge deck installed under bridge deck house, together with beams, brackets, clips, connecting angles and headers.

Lightening holes cut in Port, Starboard and after sides of bridge deck house lower plating, the whole assembly forming an open cofferdam between bridge deck house and bridge deck.

Narrow wings of bridge deck installed (P & S) complete with brackets, stiffeners, handrails etc., forming gangway past bridge deck house, the whole construction as per original design.

One (1) companionway and skylight installed on trunk deck in way of pump room (s.s.f) complete with hinged watertight door and with lifting gear and deadlights on skylight.

One (1) oiltight hatch installed to each main cargo tank on trunk deck, (p.s. of C/L), and one (1) each to Nos. 2 and 3 wing cargo tanks on upper deck (P & S) each complete with oiltight hinged cover, drop bolts with wing nuts, ullage plate with safety screen, hinged cover dog and toggle pin.

One (1) similar hatch installed on upper deck to each of Nos. 1 and 4 wing ballast tanks (P & S), having permanent welded cover with manhole and bolted cover to each.

Two (2) oiltight hatches installed on trunk deck (1 p and 1 s) in way of fuel oil bunkers, each complete with oiltight hinged cover etc.

Two (2) watertight bar coaming hatches installed on upper deck for access to chain locker and boatswain's store, each complete with watertight hinged cover and drop bolts.

Hatch covers of all cargo tanks fitted with 4" vacuum-pressure relief valves. Hatch covers of wing ballast tanks fitted with goose-neck vents.

All hatches fitted with suitable ladders and handrails for access to interior of tanks and spaces.

Heating systems in fuel oil bunkers and No. 4 ballast and reserve bunker tanks (P & S) renewed and tested. Heating systems in all cargo tanks reconditioned and tested.

High and low suction lines to bunker tanks and reserve bunker tanks (P & S) renewed, together with internal and external bulkhead valves with reach rods to upper deck, tested and proven in good order.

All suction and delivery cargo lines renewed, all cargo line valves and cargo pumps reconditioned, tested and proven in good order.

Steam smothering system renewed complete, tested and proven in good order.

All "Foamite" fire extinguishers recharged and placed in suitable locations.

Gas venting system installed from all cargo tanks into common line extended to top of mainmast, tested, proven tight and flame arrester fitted.

All guard rails and companion ladders renewed and installed as per original design.

(P.T.O.)

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Hull Cont'd.

For Special Survey: With vessel in drydock, bottom and rudders cleaned, examined, found or placed in good condition and recoated.

Fore and after peaks, double bottom tanks, fuel oil bunkers, all cargo tanks, ballast tanks and chain locker, examined, tested, to Rule and proven tight.

Pump room, engine and boiler spaces, examined, hose tested and found satisfactory.

The masts, spars, rigging and general equipment, also hatch coamings, covers, ventilators, casings, air and sounding pipes, examined, found or placed in good order.

The freeboards cut in on shipside plating amidships (P & S) and afterwards verified.

New windlass installed complete.

Steering engine and telemotor gear opened out, examined and closed in good order.

Two (2) bower anchors, one (1) stream anchor, and 270 fathoms of cable renewed, examined, proven to Rule Requirements and installed on board vessel in good order.

All rigging, shrouds and stays renewed.

One (1) ventilator trunk installed from engine-room skylight to forward end of lower

engine-room, together with coaming and cowl.

On completion of repairs, vessel proceeded to sea for power trials, during which time

the steering gear was examined under normal conditions and found satisfactory.

The vessel was brought to anchorage on Port and Starboard anchors, afterwards anchors were raised

simultaneously and windlass proven in good order.

One (1) oiltight hatch installed to each

cover, drop bolts with wing nuts, large plate with safety screen, hinged cover dog and dog pin.

One (1) similar hatch installed on upper deck to each of Nos. 1 and 4 wing ballast tanks (P & S).

having permanent welded cover with manhole and bolted cover to each.

Two (2) oiltight hatches installed on trunk deck (P & S) in way of fuel oil bunkers,

each complete with oiltight hinged cover etc.

Two (2) watertight bar coaming hatches installed on upper deck for access to chain locker and

portainer's store, each complete with watertight hinged cover and drop bolts.

Hatch covers of all cargo tanks fitted with 4" vacuum-pressure relief valves. Hatch covers of

wing ballast tanks fitted with goose-neck vents.

All hatches fitted with suitable ladders and handrails for access to interior of tanks and spaces.

Heating systems in fuel oil bunkers and No. 4 ballast and reserve bunker tanks (P & S) renewed

and tested. Heating systems in all cargo tanks reconditioned and tested.

High and low suction lines to bunker tanks and reserve bunker tanks (P & S) renewed, together

with internal and external bulkhead valves with reach rods to upper deck, tested and proven in

good order.

All suction and delivery cargo lines renewed, all cargo line valves and cargo pumps reconditioned,

tested and proven in good order.

Steam heating system renewed complete, tested and proven in good order.

All "Tomlin" fire extinguishers recharged and placed in suitable locations.

Gas testing system installed from all cargo tanks into common line extended to top of mainmast,

tested, proven tight and flame arrestor fitted.

Oil testing valve and companion ladders renewed and installed as per original design.