

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of Writing Report 15 February 1951 When handed in at Local Office 15 Feb. 1951 Port of MOBILE, ALABAMA  
 No. in Reg. Book 72631 Survey held at Mobile, Alabama Date, First Survey 12th January 1951 Last Survey 9th February 1951  
 on the Wood, Iron or Steel S.S. "PLATANO" (BC) (No. of Visits -12-)

TONNAGE:— Built at Birkenhead By whom Cammell Laird & Co. Ltd. When 1930 YEAR. MONTH. 6  
 GROSS 5949 Owners Empresa Hondurena de Vapores Owners' Address -  
 UNDER DK. 5125 Managers Agencia Maritima Hondurena S.A. (if not already recorded in Appendix to Register Book).  
 NET 2803 Port belonging to Tela

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

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. 7371 Port NOS

(Periodical Surveys, when held, must be reported in detail and serially 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. N.Y. 7th February 1951

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 -

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any)
BS*	MBS* 5.47
with fbd. <u>11.49 5.50</u>	BLRS <u>4.49 5.50</u>
saMob. <u>-5.47</u>	msd <u>5.47</u>
A.S. <u>11.49</u>	TS(CL) <u>5.49 5.50</u>
	<del>TSCL 1.49</del>
<u>Fitted for oil fuel</u>	<u>Ref Mchng</u>
Society's Freeboard (if assigned) as	ft. <u>-</u> ins.
Painted on Ship and now verified	

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DRYDOCKING

Now done: Vessel placed in drydock, bottom, sides and rudder cleaned, examined, minor repairs effected and recoated. The decks, casings, hatches, covers and fittings, doors, skylights, ventilator coamings, windlass, steering gear, etc. examined and found satisfactory. The chain locker, fore peak tank, engine room and holds generally examined and placed in satisfactory condition. S.S. and Annual Survey held 9.50 N.Os.

Repairs: After chain locker bulkhead fitted with a small insert plate and four shell frames renewed. Approx. 100 structural rivets renewed in fore peak tank, and others built up with E.W. Two small sections of main deck plating in f'castle renewed. The four corners of the engine room casing partly renewed in way of ventilators. Other minor repairs effected. Chain locker, fore peak tank and main deck in f'castle tested and proven tight.

Stern frame sole piece specially examined and the repair effected in New Orleans in September 1950 considered efficient but should be specially examined at the next drydocking.

Two new cargo derricks installed at No.2 hatch, tested and report CG-3865 issued.

The Owners have transferred this vessel's class and Load Line from this Society to the American Bureau of Shipping as from the 9th February 1951.

Last seen on drydock 2nd February 1951.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>-</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>-</u>
Caulking of Decks <u>"</u>	Ceiling <u>-</u>	Coal Bunkers, Openings, Covers, &c. <u>-</u>	(State if on Feli.)
Coamings <u>"</u>	Cement or Asphalt <u>-</u>	Oil Bunkers <u>-</u>	When fitted, Month <u>-</u> Year <u>-</u>
Beams & Fastenings <u>-</u>	Rudder <u>Good</u>	Scuppers <u>-</u>	Boats <u>-</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>-</u>
" " in way of sidelights <u>-</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>-</u>
Frames <u>-</u>	Have pumps been examined and found efficient? <u>-</u>	Planking <u>-</u>	(State if wedges removed.)
Reverse Frames <u>-</u>	Have Sluice Valves been examined and found efficient? <u>-</u>	Caulking <u>-</u>	Equipment letter <u>C 36</u>
Longitudinals <u>-</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Treenails <u>-</u>	Anchors, No. of <u>3 B &amp; 1 S</u>
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>-</u>	Cables (State if now ranged) <u>No</u>
Doors <u>-</u>	Air and Sounding Pipes <u>-</u>	Transoms, Pointers & Crutches <u>-</u>	" length <u>-</u> mean diamr. <u>-</u>
Belsons <u>-</u>	Doubling Plates under Sounding Pipes <u>-</u>	Timbers of Frame at openings <u>-</u>	" Rule length <u>-</u> size <u>-</u>
Fittings <u>-</u>		" " at other places <u>-</u>	Chain Locker <u>Good</u>
Inner Bottom Plating <u>-</u>		Stringers, Clamps & Shelves <u>-</u>	Hawsers & Warps <u>-</u>
Have the Tanks been examined internally? <u>-</u>		Siding <u>-</u>	Standing and Running Rigging <u>-</u>
Have the Tanks been tested? <u>-</u>		(State if examined.)	Sails <u>-</u>

## 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, so far as now seen, is eligible in my opinion to remain as now classed with fresh record of drydocking 2.51. Stern frame sole piece (EW 9.50) to specially examine next drydocking.

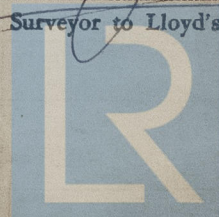
Survey Fee (per Section 29) <u>Dkg.</u>	\$	40.00	Fees applied for, <u>15 Feb. 19 51</u>
Repair Fee (if any) <u>(per Sec. 29)</u>	\$	50.00	Received by me, <u>19</u>
Selling Expenses (if chargeable)	\$	6.00	
argo Gear	\$	35.00	
nd Surveyor's Fee (if any)	\$		

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK MAR 7 1951

Character Assigned 2.51 - MOB - Subjch (See also Endorsement attached)  
BLRS - 2.51



Lloyd's Register Foundation

014642 - 014653 - 0042

Is Certificate required? If so, to be sent to