

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24 September 1949 When handed in at Local Office 19 Port of NEW ORLEANS, LOUISIANA
 No. in Reg. Book. Survey held at New Orleans, Louisiana Date, First Survey and Last Survey 19 September 1949
 71545 on the Wood, Iron or Steel S. S. "PLATANO" (BC) (No. of Visits one)

TONNAGE:— Built at Birkenhead By whom Cammell Laird & Co. Ltd. When 1930 - 6
 GROSS 5949 Owners Balboa Shipping Co., Inc. Owners' Address
 UNDER DK. 5125 Managers United Fruit Company Port belonging to Tela, Honduras
 NET 2803

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Erato Street 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. 7022 Port NOS

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

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

Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained while heaving up the port anchor leaving Tela, Honduras, on 15 September, 1949 about 8:30 a.m. and repairs.

NOW DONE: Examined port anchor chain and found ten distorted links at inboard end of first fifteen fathom section and four distorted links about the middle of the second fifteen fathom section.

REPAIRS: Distorted links cut out and removed. Remaining chain connected by patent link at end of first fifteen fathom section and a new patent link fitted to join the two parts at the center of the second fifteen fathom section. New Patent Link marked as follows: PA.31297 EGP 403100 AB 387930 7/48.

(OVER) - - - - -

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

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

This vessel so far as now seen is

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."

eligible in my opinion to remain as classed without fresh record of survey subject to 30 fathoms of stud link chain of the proper size being placed on board and connected up to the port anchor as soon as obtained and not later than six months from 19 September, 1949.

Survey Fee (per Section 29) \$ 30.00 :
 Special Damage or Repair Fee (if any) (per Sec. 29) \$ 30.00 :
 Travelling Expenses (if chargeable) \$ 1.50 :
 Second Surveyor's Fee (if any) \$: :

Fees applied for, 19 Sept, 1949
 Received by me, 19

NEW YORK SEP 28 1949

Committee's Minute

Character Assigned As now subject

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

014642-014653-0055

Is Certificate required? If so, to be sent to

-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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.
		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.

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.			
PA 31297	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.	One	Baldr Anchor	Chester Pa
	—	2-1/4	128	180	0 1 0	— — —	—	—	Patent	Chain & Forge	E.G.P.
									Joining	Company	
									Link		
n Stream Chain } or Steel Wire ... }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

