

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th Nov. 1950 When handed in at Local Office 19 Port of Aruba, N.W.I.
 No. in Survey held at Aruba, N.W.I. Date, First Survey 16th Oct. Last Survey 7th November, 1950
 Reg. Book. 63513 on the Wendy House Steel TSS. "INVERCAIBO" (No. of Visits 15)

TONNAGE:— Built at Belfast By whom Harland & Wolff When 1925 MONTH 6
 GROSS 2372 Owners Esso Transportation Co., Ltd. Owners' Address (If not already recorded in Appendix to Register Book)
 UNDER DK. 1743 Managers Port belonging to London
 NET 1235

Surveyed Afloat or in Dry Dock? Both Name of Dock Slipway San Nicolaas Destined Voyage
 Cell/Dor/Dba feet; uE & B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 total capacity tons. FPT tons; APT tons; MT feet tons.
 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. 1217 Port Aruba

(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.)

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

Society's Freeboard (if assigned) as painted on Ship and now verified } 1 ft. 10 1/4 ins.

No Damage

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

SEE SPL NOTE 8.R.L.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and Repairs.

Vessel placed on Slipway, shell plating and rudder cleaned, examined and recoated.

Examined decks, casings, ventilators, coamings, closing appliances, fore and after peak tanks internally and side tanks, all found or placed in satisfactory condition.

Now Done: Repairs, Wear & Tear:

Trunk deck after end, port and starboard sides, stringer and 1st adjacent plates doubled and rivetted to beams.

Sundry doubling plates welded to hopper sides, division plates and flow plates.

Sponson port and starboard sides, stays and drag line guard stays renewed.

Hopper No. 3 port, 3 shell side frames renewed at forward end.

Hopper No. 4 port, 2 beams and knees renewed at forward and after side of stand pipe. P.T.O.

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

PRESENT CONDITION OF THE								
Decks	Good		Bulkheads	Good		Engine Room Skylights	Good	
Caulking of Decks	Good		Celling	Good		Coal Bunkers, Openings, Covers, &c.	Good	
Coamings	Good		Cement or Asphalt	Good		Oil Bunkers	Good	
Beams & Fastenings	Where seen Good		Rudder	Good		Scuppers	Good	
Outside Plating	" "		Steering gear and its connections	Good		Cargo Hatchways	Good	
" " In way of sidelights	" "		Windlass	Good		Hatches	Good	
Frames	" "		Have pumps been examined and found efficient?	No		Planking		
Reverse Frames	" "		Have Sluice Valves been examined and found efficient?			Caulking		
Longitudinals	" "		Have Watertight Doors been examined and found efficient?	Yes		Treenails		
Transverses	" "		Have Ventilators and their Coamings been examined and found efficient?	Yes		Breasthooks & Stemson		
Floors	" "		Air and Sounding Pipes	Yes		Transoms, Pointers & Crutches		
Keelsons	" "		Doubling Plates under Sounding Pipes			Timbers of Frame at openings		
Stringers	" "					" " at other places		
Inner Bottom Plating	" "					Stringers, Clamps & Shelves		
Have the Tanks been examined internally?	Yes					Salting		
Have the Tanks been tested?	No							

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 in safe order and condition, eligible in my opinion to be continued as classed with fresh record Docking 11, 50

Survey Fee (per Section 29)	Dkg. Fls. 200.00	Fees applied for,	9.11. 1950
Special Damage or Repair Fee (if any) Rep.	400.00	Received by me,	
(per Sec. 29) Freeboard Ext.	80.00		
Travelling Expenses (if chargeable)	45.00		
1/2 Sunday fee	30.00		
Second Surveyor's Fee (if any)			

TUES. 30 JAN 1951

Committee's Minute

Character assigned

Deferred for SS (14, 50)
 but assign 11, 50 Aru BS 11, 50

Surveyor to Lloyd's Register of Shipping.

TUES. 17 MAR 1951

Deferred for
 for the inquiry

FRI. 20 MAR 1953

Write n Defend
Cab n h

FRI. 10 APR 1953

Record
To be broken up

Write n h
10/5/53

N.B.—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.

Hopper No. 4 port, hopper door hinges renewed.
Hopper No. 5 port, 2 beams and knees renewed at forward and after side of stand pipe.
Hopper No. 5 port, 1 frame renewed 4th from forward end.
Hopper No. 6 port, 6th, 7th, and 8th frames from forward renewed.
Hopper No. 7 port, 1 beam and knee renewed.
Hopper No. 8 port, 2 beams and knees renewed at forward and after ends of stand pipe.
Hopper No. 3 starboard 2nd, 3rd, 4th and 5th frames and beam knees from forward renewed, and Hopper door hinges renewed. 2nd, 5th and 7th beams renewed.
Hopper No. 4 starboard, 3 after bulkhead stiffeners renewed.
Hopper No. 5 starboard, 5th, 6th, 7th, 8th, and 9th frames from forward cropped and part renewed.
Hopper No. 6 starboard, 9 frames and attached beams and knees cropped and part renewed.
Freeboard survey carried out and Certificate No. 26740 extended to April 30th, 1951 when, it was stated that vessel will be surveyed or scrapped. No definite information available at this time.

Vessel undocked 30th October, 1950.

Sundry minor repairs effected.

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

ANCHORS.

Number of Certificate.	Anchor.*	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.	Cwts.	qrs.			
	1st Bower											
	2nd "											
	3rd "											
	Collective Weight											
	Stream.....											
	Keelge											

* 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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.		Fathoms.	Ins.			
Iron Stream Chain } or Steel Wire }												

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.