

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2.3.33, When handed in at Local Office 2.3.33. Port of MARSEILLES

No. in Reg. Book 77862 Survey held at Marseilles. Date, First Survey 7th Jan. Last Survey 25th Feb. 1933. (No. of Visits 37.)

Subh. 77862 on the Wood, Iron or Steel S. "NAVEMAR".

TONNAGE: Built at Newcastle. By whom Armstrong Whitworth & Co. Ltd. When 1921. 10.

GROSS 5473. Owners Cia. Espagnola de Nav. Owners' Address (if not already recorded in Appendix to Register Book) Jerville.

UNDER DK 4937. Manders Maritime, Ca. Port belonging to Genoa.

NET 3291. Surveyed Afloat or in Dry Dock? Y. Name of Dock No. 1. Destined Voyage Genoa.

WB=CellDBorDBa 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. }

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3781 Port Bcl

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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

forwarded herewith. Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to be due to Collision with

the steamer "Bernardin de Saint-Pierre" at Marseilles, on the 21st Dec. 1932.

Vessel placed in dry dock.

Bottom and inside cleaned & examined and after repairs, re-watered.

How done for damage:-

Plates:- (Plate numbers given forward)

22 plates removed. viz. Port: B1, C1, D1, E1, F1, G1, H1, J1. Star: B1, C1,

D1, E1, F1, G1, H1, J1, K1. 11 plates removed, found and replaced.

viz. Port: A1, B2, F2, J2, K1, 2. Star: A1, B2, F2, J2, K2. 9 plates

found in place. viz. Keel 1, Port: C2, D2, E3, G3, H2. Star: C2, D2, H2.

SUMMARY OF DAMAGE REPAIRS:-

Renewed ... 22 18 - 3 46 10 26 Collision bulkheads;

Removed and Fair'd or Repaired ... 9 13 - 4 4 4 Windlass, anchors, cables;

Fair'd or Repaired in place ... 9 13 - 4 4 4 hatches, ceiling, spanning, etc.

PRESENT CONDITION OF THE

Decks Good. State if Tanks have been examined inside

Caulking of Decks Good. State if Tanks now tested

Coamings Good. Bulkheads Good.

Beams & Fastenings Good. Ceiling (forward) Good.

Outside Plating Good. Cement (state which) Good.

Breasthooks Good. Rudder Good.

Transoms Good. Steering gear and its connections Good.

Frames Good. Windlass Good.

Reverse Frames Good. Have Pumps now been examined and found efficient? (Forward) Yes.

Longitudinals Good. Has Sluice Valves now been examined and found efficient? (F.P. (b)) Yes.

Transverses Good. Have Watertight Doors now been examined and found efficient? Good.

Floors Good. Have Ventilators and their Coamings been examined and found efficient? Good.

Keelsons Good. Inner Bottom Plating (Forward) Good.

Stringers Good. Dbing. Plates under Sounding Pipes Good.

Inner Bottom Plating (Forward) Good. Engine Room Skylights Good.

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel being in efficient condition is eligible, in our opinion, to remain as classed and to have record of Survey, 2.33.

FRI. 7 DEC 1934

TUE. 19 JUN 1934

TUE. 26 SEP 1933

Fees applied for 23.2.1933.

Received by me 23.2.1933.

No. 11.411.

Surveyor to Lloyd's Register of Shipping.

TUE. 2 MAY 1933

FRI. 23 NOV 1934

Committee's Minute

Character Assigned 100A1 subject

Shelter dk. wood

Filled for oil fuel &c.

Cargo battens not fitted in shelter tween decks.

Side framing:—18 frames removed in fore peak, viz. 9 P. & 9 S. cut and brackets to new tank top plating. 4 frames, fair and replaced (2 P. & 2 S.), and 13 repairs in place (5 P. & 8 S.) at fore end of No. 1 hold.

Fore peak floors:—3 removed and 6 removed, fair and strengthened with reverse bars, and replaced. Plank in keel area renewed.

Parting beams:—8 removed in fore peak, and 4 removed, fair and replaced in No. 1 hold.

Shelter deck beams:—13 removed at stem; 2 removed, fair and replaced, and 1 fair in place. 2 deck girders fair in place.

2nd deck beams:—12 removed at stem; 1 removed, fair and replaced, and 2 fair in place. 2 deck girders fair in place.

3rd deck beams:—13 removed at stem, and 1 fair in place. 2 deck girders fair in place.

Parting stringers:—Removed entirely in fore peak tank, also at fore end of No. 1 hold. P. & S.

Deck plating of Shelter, 2nd & 3rd decks including stringer plates, stringer angles and tieback bars removed as necessary for a length of about 30 ft. from stem, viz. renewed 11 shelter deck plates; 7, 2nd deck plates, and 7, 3rd deck plates.

2, 2nd deck plates removed, fair and replaced, and 4 plates fair in place, viz. 2 at 2nd deck, and 2 at 3rd deck.

1 Shelter deck plate cracked and partly removed on port side Amidships. All deck repairs hds. tested.

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.
649	1st Bower	3,185 lbs.	4,000 lbs.	50,600 lbs.	32,400 lbs.	Shankless.	✓	Nov. 21, 2, 33. W. H. W. P. S.
	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.	Stain- tory. Breaking.	Supplied. Per Rule.	Length. Diam.			
48023	165 2 1/4	91 1/8 12 7/8	429.2.14. 416 5/8	165 2 1/4	Steel Link.	Dykes.	7.2.33. Cradley Heath. L. C. P. S.
648	210 2 1/4	108 1/8 15 1/8	1,301.0.6. 1,312 5/8	210 2 1/4	"	✓	7.2.33. Mel. Dykes.
	Iron Steam Chain or Steel Wire...						

Collision Bulkhead, plating, boundary bars and stiffeners, constructed in accordance with the approved plan of the new fore peak oil fuel tank. Bulkhead, shell and tank top plating tested under the required water pressure and found satisfactory. Wood cladding fitted on hold side of bulkhead with gutters arranged on No. 1 tank top, to bilge.

Side Stringer in lower tween decks, entirely removed, P. & S., forward of Collision Bulkhead.

— S. S. "Havemar" —

Fore peak oil fuel tank:—New wash plate bulkhead constructed as per approved plan. Clinic water arranged in peak bulkhead for draining oil fuel into No. 1 double bottom tank. Air and sounding pipes, and hand pump to Crown of tank, fitted as approved. Close ceiling laid on tank top, with clearance and wood bearers as per rule.

Breasthooks: lower pipes, chain pipes, mooring pipes, and fairlead renewed. 1 bollard partly renewed.

Winches and stoppers renewed. Wood sole renewed, and winches satisfactorily killed.

Breakwater deck bar partly renewed. 4 bulwark plates and 6 stanchions removed, fair and replaced. 6 stanchions renewed, and main rail partly renewed.

No. 1 & 2 weather deck hatch covers partly renewed. General equipment made good. Standing rigging on stem reset up.

Chain cable lamps, 11 lengths renewed and 7 lengths retested. One bower anchor repaired (stock renewed) and retested.

(For particulars of the above anchor and chain cables please see space reserved on No. 1 sheet.)

No. 1 and 2 double bottom tanks and deep tank examined internally and, after riveting and caulking repairs, retested under the required water pressure.

Close ceiling and timber board renewed in forward hold. Wood cladding partly renewed on hold side of deep tank.

Wood spanning partly renewed in forward hold, and tween decks. Forward hold (including tank top, bilges) and tween deck scabs and bulwarks.

No. 1 double bottom tank adapted for carriage of oil fuel as approved. Tank top completely sealed over on transverse bottom with an space as per rule.

Grain division bulkhead renewed in forward hold.

Solid pillars, and pillar girders repaired as necessary.

Topside plating and peak tween deck bulkhead hds. tested on completion of the repairs.

Air and sounding pipes, bilge, and ballast piping, and pumps repaired as necessary. All broken and disturbed cement made good. All new and repaired work coated. Tundry minor repairs.

Bilge keels fair in place as necessary, P. & S.

— S.S. "Havemar" —

Secretary's letter "H" dated 11/1/33.

Inside ribs of stern frame and outer plates repaired by electric welding. Examiners are found satisfactory.

In our opinion the special examination of these parts should no longer be made a condition of class.

The indented shell plating, etc., on the starboard side of No. 1 hold has been dealt with at the time and the repairs are included in those of the collision damage.

How done for wear and tear:-

Shell:- 3 indentation girders in place in bilge strake on port side of No. 2 hold.

Sundry minor repairs.

How done for Owners' account:-

Stream line plating fitted and welded to inside ribs of stern frame.

Stream line pads of wood fitted on each side of inside plate and secured through bolts to same.

Cofferdam arranged on after end of No. 2 double bottom (oil fuel) tanks.

Convention fuelboard marks verified and cut in on ship's sides.

(Cargo battens are not fitted in shelter tween decks.)

Please see copies of Damage Certificate (for Spanish Consulate at Marseilles) and Damage Report forwarded herewith.

The Capacity of the new four peak oil fuel tanks is stated to be 110 tons.

S.W.S.