

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report August 7th 1941 When handed in at Local Office August 7th 1941 Port of San Nicholas, Aruba, N.W.I.

No. in Survey held at San Nicholas, Aruba, N.W. Date, First Survey Aug. 1st Last Survey Aug 5th 1941
Reg. Book. on the ~~XXXXXX~~ Steel T.S.S. "SAN NICOLAS"TONNAGE:- Built at Belfast By whom Harland & Wolff, Ltd. When 1926 - 5
GROSS 2391 Owners Lago Shipping Co., Ltd. Owners' Address /
UNDER DECK 1743 Managers R.A. Carder Port belonging to London
NET 1239

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Marine Railway Destined Voyage Coasting

Cell D B or D B a feet; u E & B feet; f feet
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. 293. Port ARU.

(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 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. drydocking, cell. damage repairs striking a submerged obstruction. The vessel placed on the Marine Railway. The bottom under cleaned, examined & repatched. Found:- the bottom generally in good condition with the exception of small scattered rivet points above the turn of the bilge & a chafe considerably wasted, moderate grooving of shell plates E 5 & 6 starboard side, in way of landing, collision damage & damage by striking a submerged obstruction as stated below. The under down the quodan bushes worn.

How done:- Rivet scattered rivet points above the turn of the bilge & a kind up by welding & caulked down. Shell plates E 5 and E 6 starboard side specially examined & found satisfactory until next drydocking. The under lifted, the quodan bushes renewed, the rivets reconditioned & the under & all gear specially examined & found satisfactory.

Damage on side of damage stated to have been caused by collision with the T.S.S. PUNTA GORDA on

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Faired or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE

ks	Bulkheads	✓	Engine Room Skylights	✓	Copper, or Y.M. (State if on felt.)	✓
King of Decks	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	Year
mings	Cement or Asphalt	✓	Oil Bunkers	✓	Boats	✓
ms & Fastenings	Rudder	✓	Scuppers	✓	Masts, Yards, &c.	✓
side Plating	Steering gear and its connections	✓	Cargo Hatchways	✓	Condition, how ascertained (State if wedges removed)	✓
in way of sidelights	Windlass	✓	Hatches	✓	Equipment letter	36. 15.
ies	Have pumps been examined and found efficient?	✓	Planking	✓	Anchors, No. of	✓
rise Frames	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Cables (State if now ranged)	✓
itudinals	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	length (on board) mean diam. ✓	✓
verses	Have Ventilators and their Boamings been examined and found efficient?	✓	Breasthooks & Stemson	✓	Rule length size ✓	✓
ons	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	Chain Locker	✓
gers	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Hawsers & Warps	✓
Bottom Plating		✓	" " at other places	✓	Standing and Running Rigging	✓
the Tanks been examined internally?		✓	Stringers, Clamps & Shelves	✓	Sails	✓
the Tanks been tested?		✓	Salting (State if examined.)	✓		

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."

Assessment that this vessel be continued as now classed class a fresh record of survey 8-41 Subject to the under shell plates E 5 and 6, starboard side, being specially examined at the next Periodical drydocking & the indicated shell plating in way of the upper part sea surface being dealt with at the Owners' convenience.

Fee (per Section 20) £

Damage or Repair Fee (if any) £

Lining Expenses (if chargeable) £

Surveyor's Fee (if any) £

Fees applied for,

Aug 7th 1941

Received by me,

✓ 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 21 OCT 1941

100% Subject
Carr: pet. in bulk
Fitt. for oil fuel

Lloyd's Register Foundation

W 214-0216112

T.S.S. "SAN NICOLAS"

September 18th 1940 in the harbour of San Nicholas, Ancha, N.W.I. (Ancha Rpt 243):-
Minor incidents in Superstructure plating in way of crew accommodation, starboard side aft failed in place.

Done on asst of damage stated to have been sustained by collision with the M.V. "SIR JAMES CLARK ROSS", 14362 gross tons of Sandefjord, Norway on June 5th 1941 while completing the loading of that vessel off the island of Ancha, N.W.I.:-
Approx. 20ft of crushed broken wood rubbing band in way of No 1 ballast tank, starboard side, cut out renewed the steel face bar renewed for a length of approx. 25ft.

Found on asst. of striking a submerged obstruction while leaving the loading berth at La Salina, La Guayana, Venezuela, on July 23rd 1941 on a voyage to San Nicholas, Ancha, N.W.I. with a cargo of crude petroleum in bulk:- the shell plating in way of the upper Sea Suction, port side, engine room space, moderately indented.

S.R. list:- Items to be examined next periodical drydocking permanently repaired at the earliest opportunity. Plates E5 and E6 (S.S.) specially to examine next dryd.

Done:- The hull specially examined at this time.
Plates E5 and E6 (S.S.) specially examined.

John Little