

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 Reg. Book Survey held at San Nicholas, Aruba, N.W. Date, First Survey Aug 1st Last Survey Aug 5th 1941

82833 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 (if not already recorded in Appendix to Register Book)

UNDER DEK. 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 DBor 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. 293. Port ARU.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
+100 A1 1,41	*L.M.C. 12,38
S.S. Aruba No.3-12-38	B.S. 1,41
Carrying petroleum in bulk	C.L. 7,40
Fitted for O.F. 5.26	
F.P. above 150 °F.	

(Periodical surveys, when held, must be reported in detail and seriatim 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Sd drydocking, cell. dunge repairs striking a submerged obstruction. The vessel placed on the Marine Railway. The bottom & under cleared, examined & repatched. Found:- the bottom generally in good condition with the exception of some scattered rivet points above the turn of the bilge & a chafe considerably wasted, moderate grooving of shell plates E5 & 6 starboard side, in way of landing, collision damage & dunge by striking a submerged obstruction as stated below. The under down etc. gudgeon bushes worn.

How done:- Rivet scattered rivet points above the turn of the bilge P&S kind up by welding & caulked down. Shell plates E5 and E6 starboard side specially examined & found satisfactory until next drydocking. The under lifted, the gudgeon bushes renewed, the rivets reconditioned etc. under & all gear specially examined & found satisfactory.

How on part of dunge 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	✓	✓	✓	✓	✓	✓	✓	✓

ESSENTIAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Lines	✓	✓	✓
Plating of Decks	✓	✓	✓
Paintings	✓	✓	✓
Rivets & Fastenings	✓	✓	✓
Side Plating	✓	✓	✓
in way of sidelights	✓	✓	✓
Frames	✓	✓	✓
Longitudinals	✓	✓	✓
Transverses	✓	✓	✓
Beams	✓	✓	✓
Stringers	✓	✓	✓
Bottom Plating	✓	✓	✓
The Tanks been examined internally?	✓	✓	✓
The Tanks been tested?	✓	✓	✓

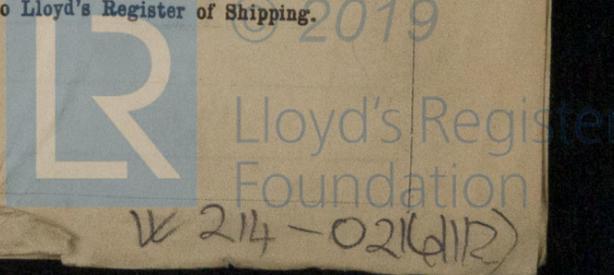
General Observations, Opinion as to Class, Recommendation, &c.:-

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."

Assumes that this vessel be continued as now classed class a fresh record of survey 8-41. Subject to the under shell plates E5 and 6, starboard side, being specially examined at the next periodical drydocking etc. indicated shell plating in way of the upper part sea surface being dealt with at the Owners' convenience.

Surveyor's Fee (if any) £ Surveyor to Lloyd's Register of Shipping. Received by me, Aug 7th 1941

Committee's Minute Character Assigned TUE. 21 OCT 1941 100H's subject Carr: petro in bulk Fitt. for oil fuel etc



T.S.S. "SAN NICOLAS"

September 18th 1940 in the harbor of San Nicolas, Ancha, N.W.I (Ancha Rpt 243):-
Minor indent in Superstructure plating in way of crew accommodation stairs.
Side aft faired in place.

Damage on deck 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.

Damage on deck of striking a submerged obstruction while leaving the
loading berth at La Salina, Valle Marasibo, Venezuela, on July 23rd 1941
on a voyage to San Nicolas, 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:- Tanker to be examined next periodical drydocking permanently
repaired at the earliest opportunity. Plates E5 and 6 (S.S) specially
to examine next dry.

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

John W. Little