

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st Aug. 1944 When handed in at Local Office 21st Aug. 1944 Port of Aruba, N.W.I.
 No. in Reg. Book. 1169 Survey held at San Nicholas Date, First Survey 2nd Aug. Last Survey 10th August, 1944
 on the T.S.S. "PUNTA GORDA" (No. of Visits 3)

TONNAGE:— Built at Belfast By whom Harland & Wolff When 1928 MONTHS 5
 GROSS 2395 Owners Lago Shipping Co., Ltd. Owners' Address London
 UNDER DK. 1743 Managers R.A. Carder (if not already recorded in Appendix to Register Book)
 NET 1244 Port belonging to London

Surveyed XXXXXX in Dry Dock? yes Name of Dock Marine Railway, San Nicholas Destined Voyage -
 Cell DB or DBa - feet; uE&B - feet; f - feet
 total capacity - tons. FPT - tons; APT - tons; MT - 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. 491 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 Copy of

Report attached.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydock and Annual Lead Line
 Damage stated to have been caused by contacting M.V. "ALAR" in San Nicholas Harbour, Aruba, N.W.I.,
 on 25th January, 1944 whilst manoeuvring to leave harbour in ballast.

For further details please see Ship's Log Book, Note of Protest, and copy of Damage Report attached.

Damage Repairs effected:—

Port Side

Shell plates 15, 16, and 17, H5 and H6 faired in place.

1 port air space

Fifteen shell frames and fifteen deck beams renewed, fifteen beam knees removed, faired, and refastened.

outboard harbour deck plate faired in place.

Approx 80 feet of $3\frac{1}{2}$ " x $3\frac{1}{2}$ " rubbing band retaining angle renewed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	-	18	-	-	21	-	-	18 beam knees off, faired, and refastened.
Removed and Faired or Repaired	-	-	-	-	-	-	-	80 ft. retaining angle renewed.
Faired or Repaired in place	5	-	-	-	-	-	2	18 ft. elm rubbing band renewed.

PRESENT CONDITION OF THE

Good	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ing of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
ings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
& Fastenings	Rudder	Scuppers	Boats
le Plating	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" in way of sidelights	Windlass	Hatches	Condition, how ascertained from deck.
e Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
rdinals	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
erses	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
s	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
s	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers & Crutches	" length
ottom Plating	Air and Sounding Pipes	Timbers of Frame at openings	" (on board)
e Tanks been examined internally?	Doubling Plates under Sounding Pipes	" " at other places	" Rule length
e Tanks been tested?		Stringers, Clamps & Shelves	Chain Locker
		Salting	Hawsers & Warps
		(State if examined.)	Standing and Running Rigging
			Sails

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."

vessel, so far as now seen, is in a good and efficient condition and eligible in my opinion to be classed, with fresh record of survey 8,44.

Decking Fls. : 185.00

Damage or Repair Fee (if any) Fls. : 150.00

Expenses (if chargeable) Fls. : 6.00

Surveyor's Fee (if any) £ :

Fees applied for,

21 Aug 1944

Received by me,

1944

Committee's Minute

Inspector Assigned

TUES. 7 NOV 1944

8.44 Aru

135 8.44

S(S) 8.44

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

1257-0166

Approx eighteen feet elm rubbing band renewed.
No. 2 port air space
Three shell frames and six deck beams renewed, three beam knees removed, faired, and refastened
One outboard harbour deck plate faired in place.

Decking
Vessel on Marine Railway.
Bottom, shell and rudder cleaned and examined, found or placed in good order and afterwards recoated.
Decks, casings, coamings, ventilators, engine and boiler rooms generally examined.
Anchors and cables ranged and examined. Defective links in 1 shot port and 1 shot starbd.
Chain locker cleaned and examined.

Owners Repairs effected:-
A number of defective shell, trunk, and harbour deck rivets overhauled.
15 fthms port and 15 fthms starbd anchor cable renewed.
Shell plate in way of starbd anchor fluke doubled.
Two defective galley floor deck plates renewed.
Other minor repairs effected.

[Handwritten signature]

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															
	Steam															
	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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
- 2074	30	1-5/16	151200	6732	5954	30	1-1/16	Stud Baldt Anchor link.	Chain & Forge Co.	14th May. 1911	Philadelphia S. Smyth
Iron Steam Chain } or Steel Wire... }											

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

