

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29th Dec 1941 When handed in at Local Office 19th Dec 1941 Port of Rio de Janeiro
No. in Survey held at Rio de Janeiro Date, First Survey Dec 3rd 1940 Last Survey Dec 18th 1941
Reg. Book. 3. 1937/8 on the Wood Iron or Steel 20th "ARABUTAN" or "CAPRERA" (No. of Visits 39)

TONNAGE:— Built at Alameda, Cal. By whom Union Iron Works Co. When 1917 9.
GROSS 7874 Owners Redro Brando Owners' Address Avenida Republica 201/31 Rio.
UNDER DK 7401 Managers Lloyd Nacional Soc Anon (if not already recorded in Appendix to Register Book).
NET 6019 Port belonging to Rio de Janeiro

Surveyed Afloat or in Dry Dock? Yes Name of Dock Alameda, Rio de Janeiro Destined Voyage N.S.A. to Santos
ellD Bor DBa feet; uE&B feet; f feet
Total capacity tons. FPT tons; APT tons; MT feet tons.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 2343 Port Rio de Janeiro

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. H. 1941/42. F. 21/5/41.

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 } 10 ft. 10 ins.

Was a damage report made by anyone else? if so, by whom? Damage report dated 23rd Aug 1942.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Reclassification 2nd S.S. No 3, and damage repairs due to stranding on the beach off the port of Rio de Janeiro on 1st June 1932.

Ship was placed on the floating dock and subsequently in the owners dock at Ilha de Vilanova. Hull, midship, stern frame, keel and stem cleaned, examined, found or placed in good order and re-coated. Sides, forepeak, chain lockers, after peak and peak tanks, hewn deck spaces, engines and boiler spaces, main and lower platforms, and coal bunkers cleared for survey, all being removed from the ship. Trunk, casings in way of air and sounding pipes removed, all steel work inside and outside rusted scaled, carefully examined, found or placed in good condition and recast. The hump on top of side in shell's hewn deck which was previously a migrant accommodation, has been removed. The ship in way of side lights examined and found satisfactory. These side lights were having been permanently set with riveted plates. Double bottom tanks, fore and aft peak tanks, deep tank, oil fuel settling

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	42	1	1	14	1	30	1	Centre + side Bulkheads + bottom lights
Removed and Fair'd or Repaired ...	31	1	1	13	1	28	1	Port removed
Fair'd or Repaired in place ...	1	12	1	13	1	1	1	

PRESENT CONDITION OF THE

Condition of Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	(State if on Felt.)
Platings	Good.	Ceiling	Good.	Coal Bunkers, Openings, Covers, &c.	Good.	When fitted, Month	Year
Fastenings	Good.	Cement	Good.	Oil Bunkers	Good.	Boats	Good. (new)
Side Plating	Good.	Rudder	Good.	Scuppers	Good.	Masts, Yards	Good.
in way of sidelights	Good.	Steering gear and its connections	Good.	Cargo Hatchways	Good.	Condition, how ascertained	by co. 2 nd Jan.
Frames	Good.	Windlass	Good.	Hatches	Good.	(State if wedges removed)	
Structurals	Good.	Have pumps been examined and found efficient?	Yes	Planking	Good.	Equipment letter	A +
Reverses	Good.	Have Sluice Valves been examined and found efficient?	Yes	Caulking	Good.	Anchors, No. of	3. B. 1. 5. 1. 11.
Stems	Good.	Have Watertight Doors been examined and found efficient?	Yes	Treenails	Good.	Cables (State if now ranged)	Yes
Agers	Good.	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	Good.	length 270 ft. mean diam 2 1/2	
Bottom Plating	Good.	Air and Sounding Pipes	Good.	Transoms, Pointers & Oracles	Good.	Rule length 270 ft. size 2 1/2 x 1/4	
Have the Tanks been examined internally?	Yes	Doubling Plates under Sounding Pipes	Good.	Timbers of Frame at openings	Good.	Chain Locker	Good.
Have the Tanks been tested?	Yes			Stringers Clamps & Shelves	Good.	Hawsers & Warps	Good. (new)
				Saling	Good.	Standing and Running Rigging	Good. (new)
				(State if examined.)		Sails	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 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 is now in good order, and eligible in my opinion to be re-instated as formerly classed. 100 Al Shell's deck with pebbles, with record of survey 12-41, and the notation of S.S. 2nd No 3.

Survey Fee (per Section 20)	26 : 000 : 000	Fees applied for, 1882-1941
Special Damage Repair Fee (if any) (per Sec. 20)	2 : 670 : 000	Received by me, 19
Travelling Expenses (if chargeable)	4 : 000 : 000	
Survey for Freeboard	330 : 000	
Cables for London etc.		
Committee's Minute		
Character Assigned		

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

ARABUTAN CAPRERA

Frames 36 to 39 and 41 to 43 removed, joined and replaced. No 3 longitudinal renewed from frame 31 to 36
39 to 42, removed, joined and replaced between frames 36-39 (box side Reckon). No 5 longitudinal renewed
between frames 34 to 36, between frames 31 to 34 and 36-39 removed, joined and replaced. No 6 longitudinal
removed, joined and replaced from frame 31 to 39 (No 7 side Reckon). No 8 longitudinal renewed between
32-34, removed, joined and replaced from 31 to 32 and 34-36.
No 2 renewed. No 3, 34, 35, 39 (both sides), 40, 41, 42: Cropped, joined and port renewed, No 3, 36, 37,
38, 44, 45. No 4 ports renewed 32-5, 33-5, 34-5, 39-5, 40-5, 41-5, 42-5. No 4 floors cropped and port
renewed. 31-5, 35-5, 36-5, 37-5, 38-5, 43-5, 44-5. Vertical stiffeners after all renewed.
Overse frames Port. No 2 33-34-37 cropped between lower and second longitudinal and port
renewed. Frames 35-36-38 lower port renewed, joined and replaced. Starboard. No 2 33-34-37-38
renewed and port renewed, No 2 35-36 lower port renewed, joined and replaced.
Bottom plating No 2, both. Top 1 inch top plates renewed, also doublings at foot of pillars.
Seven plates renewed, joined and replaced. Six inch margin plates renewed, two renewed,
and replaced. No 1 both. Seven tank top plates renewed, and seven renewed, joined
replaced. Three tank margin plates renewed.
All and both side piping has been completely renewed from No 2 both side forward, and all
single pipes repaired when necessary, and all satisfactory tested on completion of the repairs.
3" wood ceiling has been fitted throughout the holds, and cargo battens fitted throughout.
Due to great deterioration.

Shell's deck plating which had a cladding of cement for and age was found washed in
on ports on removal of the cement which has been replaced with. Thirty seven
plates have been fitted, and twenty two have been doubled including stringer plates.
All crimp angles to deck renewed where found necessary. The lower part of
house casing generally washed have been cropped and port renewed.
Wood decking of lower and upper bridge, boat deck and aft house has been
completely renewed. Complete new outfit of cargo demurrage (steel) has been supplied, the
having been removed for various reasons, also are cargo working gear has been
renewed. A cargo working list was made by the works on this gear. Lifts and
masts have been renewed. The hatch beams and seats for same have been joined
back in order, a complete new set of wood hatches for all decks supplied.
Torpedoes as required. The condition of the steel work below shell's deck is good.
Two anchors and 120 fathoms chain stowed last during salvage operations was recovered
based on board. The full outfit of anchors and chains were stowed, sorted and
joined and is complete. Lawline, storm wire, hawsers and ropes to requirements
are placed on board. The masts were lifted, pinches removed and brass lined shrouds
and hard wood bishes fitted. Midskip section is returned. Length.

At the result remain as detailed in Report Book 1931-2 No 16934, except
the direction finds has not yet been fitted. See letter.

hulls cleaned internally, examined, found or placed in good order, all tanks being cleaned, filled
and lashed in accordance with the Rules. Decks, hatchways, coamings, hatch beams, ventilators and their
coamings, ceiling (new), large battens, air and sounding pipes, plate under sounding pipes, soundings,
dieming gear and ladders, pumps, H.T. dows, compass, skylights, boats, masts (new),
rigging (new), anchors, chain cables, strops, ladders and ropes and general equipment
examined and all found or placed in good order. The shell plating has now been drilled,
the soundings being as shown on attached list.
At the request of the Owners a survey was carried out for renewal of International Load Line
Certificate, reports on Surveys C.11 & C.11 Comp were furnished on 18th Nov. A provisional certificate
has been issued with original markings as per load line code of 22nd May 1934, copy of
which is attached.

Damage repairs. All plates coming from forward. The damage extended from aft bulkhead No 2 to
forward. Keel plates No 2 3-4-5 renewed, No 2 6-7-8-9 removed, joined and replaced. Port. No 2 3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1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