

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Aug 1st 1938 When handed in at Local Office Aug 1st 1938 Port of Belize, B.S.
 No. in Survey held at Belize, B.S. Date, First Survey July 14th Last Survey July 24th 1938
 Reg. Book. 77684 on the Wood, Iron or Steel Iron S.S. "Roll" (No. of Visits 8)

TONNAGE: Built at Winkwarden By whom Deutsche Werft. A.G. YEAR. MONTH. When 1931 10
 GROSS 10044 Owners Old Amg Subrederi P/S (Old Reg. Mgr.) Owners' Address
 UNDER DK. 9312 Managers
 NET 5891 Port belonging to Solo

Surveyed Afloat or in Dry Dock? By dock Name of Dock Belize Freeport Destined Voyage Certugas
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 9331 Port Fal

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Annually inspected.	Machinery and Boiler Surveys (Including date of N.B., in any).
<u>100A1 12-37</u>		<u>ELMC 056-34</u>
<u>S.S. Pt. to 1-35</u>		<u>3-37</u>
<u>Carryg Petroleum in bulk.</u>		<u>TS (L) 2-37</u>
		<u>DBS 3-37</u>

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

Society's Freeboard (if assigned) as painted on Ship and now verified **OIL ENGINE SURVEY**

Not required by laws representative Was a damage report made by anyone else? If so, by whom? Underwriter's surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage stated to have been sustained (1) through grounding at the Pilot Station, Recalada Light Wood, River Plate, on February 23rd, 1938, on a voyage from Aruba to Buenos Aires, and through touching bottom several times while proceeding to Buenos Aires Roads after picking up pilot, and (2) through the 1 port main engine top end bolt fracturing on July 12th, 1938, while proceeding to Belize, B.S., after picking up pilot off Crabado Head, B.S., on a voyage from Montreal to Belize, B.S.
In further particulars see log books.

Now here:—Vessel placed in dry dock, the bottom and rudder cleaned, examined, coated and placed in efficient condition, the wood being free and satisfactorily sighted. The decks, hatches, ventilators and coamings were examined and found efficient. The steering gear was tested under working conditions and found satisfactory. The shell plate G 3 starboard side, was examined in light of the E&H repairs and found satisfactory. (from aft) Repairs, starboard side, B strake No 2 joined in place (underlaid slightly)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	1							1 length high keel ps. and 1 S.S. joined in place, 1 length ps. + 1 S.S. repaired with E&H and ship. with shell contact recorded to shell work removed, weather combbed and weather combbed and water combbed.
Removed and Faired or Repaired								
Faired or Repaired in place	1			3				

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on felt.) When put on, Month Year
Decks <u>Good</u>	State if Tanks now tested <u>2nd depth, 1st AP, E&H</u>	Dbing. Plates under Sounding Pipes	Boats <u>Good</u>
Caulking of Decks	Bulkheads <u>Good</u>	Engine Room Skylights	Masts, Yards, &c.
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained <u>From Deck</u>
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	(State if wedges removed)
Outside Plating	Rudder <u>Good</u>	Scuppers	Sails
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	Equipment letter <u>ET</u>
Reasthooks	Windlass	Hatches	Anchors, No. of <u>4</u>
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Chain Locker
Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treenails ditto	" length (on board) mean diam. <u>300</u> size <u>2 9/16</u>
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stenson ditto	Hawser & Warps <u>Good</u>
Transverses		Transoms Pointers, & Crutches ditto	Standing and Running Rigging <u>Good</u>
Floors		Timbers of Frame at openings ditto	
Keelsons		Ditto Ditto at other places ditto	
Stringers		Stringers, Clamps & Sheifs ditto	
Inner Bottom Plating		Salting ditto (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 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.

This vessel, so far as seen, is now in efficient condition, and eligible, in my opinion, to remain as classed and to have record of survey 7-38, subject to plate G 3 from aft (S.S.) (E&H 2.36 and re-sailed 12.37) being examined at next docking.

Survey Fee (per Section 29)	£	Fees applied for, July 24 th 1938
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, 19
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping. **FRI 14 OCT 1938**

Committee's Minute **FRI 9 SEP 1938**

Character Assigned 100A1 subject
 Amend No. of Bk. S.S. 7.38 Carryg. petroleum in bulk
PS. 2.37 DBS. 7.38

Lloyd's Register Foundation

15 AUG. 1938

Is Certificate required? If so, to be sent to

0054 (112)

Steel Join to "Koll"

Plating 5.5. internal, B strake No 3, internal strake, removed.

3 floor plates and bars in bay finish in place (slightly buckled)

Several scattered internal rivets in bay removed (struck)

Number of scattered shell rivets removed, heads cut and heads cut and electrically welded.

Leadings in bay of above cut and/or electrically welded.

1 Length port bilge keel finish in place (slightly buckled at fore end)

1 Length port bilge keel repaired with electric welding where fractured, and strip fitted in bay.

1 Length starboard bilge keel finish in place (slightly buckled at fore end.)

1 Length starboard bilge keel repaired with electric welding where fractured, and strip fitted in bay.

Top and bottom inspection plates in bay of rubber frames removed, bearings removed, re-worked and re-fitted (hard iron), all replaced, rubber track and frame satisfactory.

Fore deck, No 1 cargo and AP tanks satisfactorily treated

Fore and after deck satisfactorily treated.

J. J. J.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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W49-0054(2/2)