

REC'D NEW YORK AUG 4-1938

(Received at London Office)

AUG 12 1938

No. 2905

## REPORT of SURVEY for REPAIRS, &amp;c.

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

TONNAGE:-  
 GROSS *10044*  
 UNDER DK. *9312*  
 NET *5891*

Built at *Winkward*By whom *Deutsche Werft. A.G.*

YEAR. MONTH.

When *1931* *10*Owners *Old Raps Submarine A/S (Old Raps, Nps.)*

Owners' Address

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

Managers

Port belonging to *Solo*Surveyed Afloat or in Dry Dock? *By dock*Name of Dock *Belice, A.S.*Destined Voyage *Certagao*

WB=CellDBorDBa

feet; uE&amp;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 &amp; Supplements)

Last Report, No. *9331*Port *Fal*

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 survey.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *damage stated to have been sustained (1) through grounding at the Pilot Station, Recalada Light Vessel, River Plate, on February 23<sup>rd</sup>, 1938, on a voyage from Antio to Buenos Aires, and through touching bottom several times while proceeding to Buenos Aires Roads after picking up pilot, and (2) through loss of port main engine top and bolt fastenings on July 12<sup>th</sup>, 1938, while proceeding to Belice, A.S., after picking up pilot off Cabot's Head, A.S., on a voyage from Montreal to Belice, A.S.*  
*In further particulars see log books.*

Now done: Vessel placed in dry dock, the bottom and rudder cleaned, examined, coated and placed in efficient condition, the vessel being free and completely 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 (welded slightly)

## SUMMARY OF DAMAGE REPAIRS:-

Renewed  
 Removed and Fair or Repaired  
 Fair or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—1 length high keel p.s. and 1 s.s. joined in place, 1 length p.s. and 1 s.s. repaired with E&H and ship. with shell plate repaired to shell with rivets, keel and rudder examined and found satisfactory.

## PRESENT CONDITION OF THE

Decks *Good*  
 Caulking of Decks *Good*  
 Coamings *Good*  
 Seams & Fastenings *Good*  
 Outside Plating *Good*  
 " " in way of side lights *Good*  
 Breasthooks *Good*  
 Transoms *Good*  
 Frames *Good*  
 Reverse Frames *Good*  
 Longitudinals *Good*  
 Transverses *Good*  
 Floors *Good*  
 Ceilings *Good*  
 Stringers *Good*  
 Inner Bottom Plating *Good*

State if Tanks have been examined inside

State if Tanks now tested *2nd depth to 1 A.P. E&H*Bulkheads *Good*Ceiling *Good*

Cement or Asphalt (State which.)

Rudder *Good*

Steering gear and its connections

Windlass

Have pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Dbing. Plates under Sounding Pipes

Engine Room Skylights *Good*

Coal Bunkers, Open'gs, Lids, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks &amp; Stems ditto

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto Ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Salting ditto

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Vell.)

When put on, Month Year

Boats *Good*

Masts, Yards, &amp;c.

Condition, how ascertained *From Deck*

(State if wedges removed)

Sails

Equipment letter *ET*Anchors, No. of *4*

Chain Locker

Cables (State if now ranged)

" length mean diam.

(on board) Rule length *300* size *2 9/16*Hawser & Warps *Good*Standing and Running Rigging *Good*

## General Observations, Opinion as to Class, Recommendation, &amp;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-welded 12.37) being examined at next docking.*

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

*July 24<sup>th</sup> 1938*

Received by me,

*19*

Committee's Minute

FRI 9 SEP 1938

Character Assigned

*Amend No. of Class S.S. 7-38*  
*Carryg. petrol in bulk*  
*PS. 2-37*  
*DBS. 7-38*

Surveyor to Lloyd's Register of Shipping.

FRI 14 OCT 1938

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to 0054 (112)



## Steel Join to "Koll"

Plating 5.5. internal. B strake No 3. identical as above. removed.

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

Several scattered internal rivets in bay removed (worked)

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

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

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

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

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

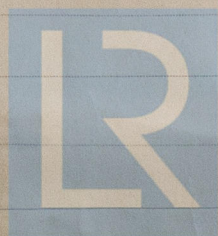
1 Length starboard bilge steel repaired with electric welding where fractured, and strip fitted in bay.

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

Fore deck, No 1 cargo and AP tanks satisfactorily tested

Forward Cofferdam satisfactorily tested.

J. M. P.



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W49-0054(2/2)