

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26<sup>th</sup> Feb 1931 When handed in at Local Office 10 Port of Willemstad Curacao N.I.  
No. in Survey held at Curacao Date, First Survey 17<sup>th</sup> Feb Last Survey 19<sup>th</sup> Feb 1931  
Reg. Book. 77187 on the ~~Wood, Iron or Steel~~ TSS "LUCRECIA" (No. of Visits 3)

TONNAGE:— Built at Monfalcone By whom Capt. Nav. Tristano When 1928 - 7  
GROSS 2584 Owners Curacao Schip. Maats Owners' Address (if not already recorded in Appendix to Register Book)  
UNDER DK 1717 Managers Port belonging to Willemstad  
NET 1119

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Konigen Wilhelmina Destined Voyage Coasting  
WB=CellDBorDBa feet; uE&B feet; feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)  
total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 251 Port Ceo

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking.  
The wood plating in drydock the bottom and rudder cleaned examined and coated.  
FOUND:— The bottom generally in good condition. In shell plates SH<sub>12</sub>, SG<sub>5</sub>, SC<sub>11</sub>, PG<sub>9</sub>, PF<sub>11</sub>, numbering from forward, indents noted but none dealt with at this time as vessel was found not to be entirely gas free. Bilge keel P.S. locally damaged for full length but neither dealt with at this time.  
Corrosion:— Summary odd parts on P.S. stern doubling plates and on rudder main piece casings (See photographs attached). Lower edge of crosshead of centre rudder arm. Lap round nut gudgeon. Angle on centre rudder arm. Bottom edge of centre gudgeon. Protection casings on P.S. "A" bracket arms (some fitted when built).  
NOW DONE:— Rudder and pintles examined & found in good working condition.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

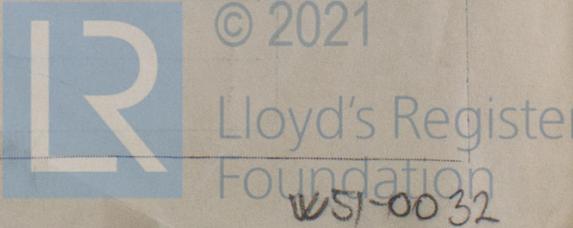
PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels	
Decks <u>Good</u>	State if Tanks have been examined inside <u>No</u>	When put on, Month <u>✓</u>	Year <u>✓</u>
Caulking of Decks <u>Good</u>	State if Tanks now tested <u>No</u>	Boats <u>Good</u>	
Coamings <u>Good</u>	Bulkheads <u>✓</u>	Masts, Yards, &c. <u>Good</u>	
Beams & Fastenings <u>Good</u>	Ceiling <u>✓</u>	Condition, how ascertained <u>From dock.</u>	
Outside Plating <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	(State if wedges removed) <u>✓</u>	
Breasthooks <u>✓</u>	Rudder <u>Good</u>	Sails <u>✓</u>	
Transoms <u>✓</u>	Steering gear and its connections <u>Good</u>	Equipment letter <u>2</u>	
Frames <u>✓</u>	Windlass <u>Good</u>	Anchors, No. of <u>3B 13 1K</u>	
Reverse Frames <u>✓</u>	Have Pumps now been examined and found efficient? <u>✓</u>	Cables (State if now ranged) <u>Yes</u>	
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	" length <u>240 ft</u> size <u>1 1/4</u>	
Transverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	" (on board) <u>✓</u>	
Floors <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	" Rule length <u>✓</u> size <u>✓</u>	
Keelsons <u>✓</u>		Hawser & Warps <u>Good</u>	
Stringers <u>✓</u>		Standing and Running Rigging <u>Good</u>	
Inner Bottom Plating <u>✓</u>			

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 and ptND24, &c."  
This vessel, so far as sun, is now in efficient condition and eligible, in my opinion, to remain as classed with fresh record of Survey 2-31

Survey Fee (per Section 20) Special £ 185 Fees applied for, 26<sup>th</sup> Feb 1931  
Special Damage or Repair Fee (if any) (per Sec. 20) £ : : Received by me. 19  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Committee's Minute }  
Character Assigned 1000A  
S/H/2,31 Carry: pet: in bulk  
Fitted for oil fuel

FRI. 27 MAR 1931

A. Alexander  
Surveyor to Lloyd's Register of Shipping.



Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

