

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26 Feb 31 When handed in at Local Office 10 Port of Willemstad Curacao D.W.I.
 No. in Survey held at Curacao Date, First Survey 17 Feb Last Survey 19 Feb 1931
 Reg. Book. 77187 on the Wood, Iron or Steel TSS "LUCRECIA" (No. of Visits 3)

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

Surveyed Afloat or in Dry Dock Drydock Name of Dock Konink Wilhelmina Destined Voyage Coasting
 WB=CellDBorDBa feet; uE&B feet; feet
 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 serially 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 vessel placed in drydock the bottom and rudder cleaned examined and coated.
 FOUND:—The bottom generally in good condition. In shell plates SH₁, SG₅, SC₁₁, PG₉, PF₁₁, 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 of 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 (same fitted when built).
 NOW DONE:—Rudder and pintle 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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or T.M. of Wood Vessels
Decks <u>Good</u>	State if Tanks now tested <u>No</u>	Engine Room Skylights <u>Good</u>	(State if on Felt) When put on, Month <u>✓</u> Year <u>✓</u>
Caulking of Decks <u>Good</u>	Bulkheads <u>✓</u>	Coal Bunkers, Open'gs, Bds, &c. <u>Good</u>	Boats <u>Good</u>
Coamings <u>Good</u>	Ceiling <u>✓</u>	Scuppers <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Beams & Fastenings <u>Good</u>	Cement or Asphalt (State which) <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>From dock</u>
Outside Plating <u>Good</u>	Rudder <u>Good</u>	Hatches <u>Good</u>	(State if wedges removed) <u>✓</u>
Breasthooks <u>✓</u>	Steering gear and its connections <u>Good</u>	Planking of Wood Vessels <u>✓</u>	Sails <u>✓</u>
Transoms <u>✓</u>	Windlass <u>Good</u>	Caulking ditto ditto	Equipment letter <u>2</u>
Frames <u>✓</u>	Have Pumps now been examined and found efficient? <u>✓</u>	Treenails ditto ditto	Anchors, No. of <u>3 B 13 1 K</u>
Reverse Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Breasthooks & Stemson ditto ditto	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Transoms, Pointers, & Catches ditto ditto	" length <u>24 ft 6 in</u> size <u>1 1/4 in</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto ditto	" Rule length <u>✓</u> size <u>✓</u>
Floors <u>✓</u>		Ditto ditto at other places ditto ditto	Hawser & Warps <u>Good</u>
Keelsons <u>✓</u>		Stringers, Clamps & Shells ditto ditto	Standing and Running Rigging <u>Good</u>
Stringers <u>✓</u>		Sitting ditto ditto (State if examined.)	
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 seen, 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) <u>Special</u> £ <u>185</u> : <u>00</u> : <u>00</u>	Fees applied for, <u>26 Feb 1931</u>
Special Damage or Repair Fee (if any) (per Sec. 20) £ : :	Received by me. <u>19</u>
Travelling Expenses (if chargeable) £ : :	
Second Surveyor's Fee (if any) £ : :	

Committee's Minute 1000
 Character Assigned S/H 2,31
care: pet: in bulk
Fitted for oil fuel

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

FRI. 27 MAR 1931

Corrosion:- Sundry odd spots on P. S. stem doubling plates and on the late round rudder main piece built up and also protective casings refilled with red lead paint. Lower edge of crosshead of centre rudder arm & bottom edge of centre gudgeon built up.

Alexander Common

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]