

27 JUL 1935

No. 23829

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

Date of writing Report 22<sup>nd</sup> July 1935 When handed in at Local Office 10

Port of Rotterdam

No. in  
Reg. Book.

Survey held at Rotterdam

Date, First Survey 12<sup>th</sup> JulyLast Survey 22<sup>nd</sup> of July 1935

70777 on the Wood, Iron or Steel P/S. ACHATINA

TONNAGE:-

GROSS 5833

UNDER DK. 5206

NET 3506

Built at Oakland, Cal.

By whom Union Coast Co

When 1911

MONTH.

Owners

Managers

Owners' Address

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

Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat

Name of Dock

Destined Voyage

WB=Cell DBor DBa

feet; uE&amp;B

feet; f

feet; f

Total capacity tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

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. 101703 Port Low

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 of 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. 11/7-35

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 5 ft. 7 1/2 ins.

Interim certificate herewith.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Spec. Survey in accordance with Sec. letter H/7 1935  
The vessel has been placed in drydock, bottom and under cleaned, carefully examined and found in good condition. All cargo tanks and summer tanks examined internally, steel work scaled in places and lower half of tanks and bottom plating found good and efficient. In upper part of tanks considerable wastage of material found in webs and transverse beams. The following repairs have been carried out, tanks counted from stem: In N°1 Cargo tank in centre line bulkhead a doubling plate fitted, bulkheads aft of N°1 Cargo tank on P.S. and S.B. doubling plates fitted in 2<sup>nd</sup> and 4<sup>th</sup> Stakes.  
In N°5 Cargo tank transverse bulkhead aft on P.S. and S.B. doubling

## 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

Decks	good	State if Tanks have been examined inside	yes	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	yes
Caulking of Decks	good	State if Tanks now tested	yes	Dble. Plates under Sounding Pipes	good	(State if on Felt)	yes
Coamings	good	Bulkheads	good	Engine Room Skylights	good	When put on, Month	Year
Beams & Fastenings	good	Ceiling	good	Coal Bunkers, Open'gs, Lids, &c.	good	Boats	good
Outside Plating	good	Commons Asphalt	yes	Oil Bunkers	good	Masts, Yards, &c.	good
" " in way of sidelights	good	Rudder	good	Scuppers	good	Condition, how ascertained	good
Breasthooks	good	Steering gear and its connections	good	Cargo Hatchways	good	(State if wedges removed)	good
Transoms	good	Windlass	good	Hatches	good	Sails	good
Frames	good	Have Pumps now been examined and found efficient?	yes	Planking of Wood Vessels	good	Equipment letter	Z
Reverse Frames	good	Have Sluice Valves now been examined and found efficient?	yes	Caulking	good	Anchors, No. of	3 B. 15. 1 K.
Longitudinals	good	Have Watertight Doors now been examined and found efficient?	yes	Treenails	good	Cables (State if now ranged)	yes
Transverses	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	good	" length	270 mean diamr. 2 1/4
Floors	good			Timbers of Frame at openings	good	" (on board)	270 size 2 1/4
Keelsons	good			Ditto Ditto at other places	good	Hawser & Warps	good
Stringers	good			Stringers, Clamps & Shells	good	Standing and Running Rigging	good
Inner Bottom Plating	good			Salting	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 and ptND 24, &c."

The condition of this vessel as now generally examined is such that in my opinion her class may be continued until 29<sup>th</sup> of February 1936 and she is in a fit condition to carry homogeneous cargoes each side of the pumproom.

Survey Fee (per Section 29)	180.00	Fees applied for,	25.00
Special Damage or Repair Fee (if any)	0.00	Received by me,	10.8
Travelling Expenses (if chargeable)	9.00		13/8
Second Surveyor's Fee (if any)	0.00		

Committee's Minute

TUE. 13 AUG 1935

Character Assigned

Deferred

B.S. 735

Surveyor to Lloyd's Register of Shipping.

FRI. 21 FEB 1936

To be kept in Lloyd's Register Foundation  
Write late on 13/8/35  
" " " " " "

W606-001 1/2



## S.S. "ACHATINA"

plates fitted. In the N<sup>o</sup> 1-2-3-4-5 Cargo tanks on both sides transverse beams and transverses on long bulkhead and stanchion now reinforced by bulwark bars  $8 \times 3\frac{1}{2} \times 40$ . The reinforcements fitted in June 1934 are still found in good condition.

Engine and boiler space, pump room, hold over tank and spaces <sup>above</sup> forepeak end and found good. Afterpeak tank end and found good. Weather decks and tank hatches and engine and boiler casings end and found good. Masts, spars and rigging end and found good. Steering gear end and found good. Cargo tanks tested and found tight.

The freeboard has been verified and found correct.

renewal freeboard for extension till the end of February 1936 has been held and new certificates from London handed over to the Owners representative.

With a view to the Survey held as detailed above I am of opinion that the vessel is in a fit condition to carry homogeneous cargoes each side of the pump room safely and satisfactorily.

Rudder specially end and found good.

J. V. Herwerden