

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20th March 1920 When handed in at Local Office 19

Port of Gibraltar

No. in Survey held at

Gibraltar

Date, First Survey 1st Dec. 1919 Last Survey 27th February 1920.

Reg. Book.

29833, on the Wood, ~~Frank or Steel~~ S.S. "Warbasco"

Master C. Mann

TONNAGE:-

Built at Vancouver, B.C. By whom Western Canada Shipyard When 1918 7

GROSS 2519

Owners

Port belonging to (Italian)

UNDER DK. 1731

NET 1425

Owners' Address

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

Surveyed Afloat or in Dry Dock ~~Afloat in Dock~~ Name of Dock No. 1 Gibraltar Destined VoyageellDBorDBa feet; u&B feet; f feet; f
Capacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.

The Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 19671 Port

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

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of S.B., if any).

+ 12. A.I. 1119

F.H.M.C. 5.19

Salted and
specially treated
Society's Freshboard (if assigned) as
painted on Ship and now verified

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; the being detailed in the body of the report, should be summarised in the form shown below. Whenever the extent of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

In 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?

OR EXAMINATION AS PER RULE, FOR Cause of Survey.

To examine the vessel, ascertain the nature of defects alleged to have been caused by the having been strained when loading with iron ore at Melilla, for Glasgow, and to mend repairs.

Details of defects found are as stated on attached copies of reports dated 11th November 1919 and 24th January 1920.

Repairs effected at this Port are:- Outboard:- Re-caulked and paged up cement all defective butts and seams of bottom planking up to the Deep Line; fitted graving pieces as necessary to the damaged planking at the fore and starboard quarter; tightened up the tie-bolts securing the shoeplate at the heel of the rudder post. Inboard:- Tightened the nuts to and re-clenched as necessary

| DAMAGE REPAIRS:— | | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|--|-----------|----------------------|--|---------------------------|-----------|--------------|-------------------------------------|---------------|-----------------------------------|----------|---|---|--|--------------------------------------|-----------------------|----------------------------------|----------|-----------------|---------|--------------------------|----------|-----------|-----------------------|--------------------------------------|------------------------------|-----------------------------------|-----------------------------|---------|---|-------|-------------------|---|-------|------------------|-----------------|------------------------------|-------------------|-------------|----------------|----------------------------|
| nd and Fairred or Repaired | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| or Repaired in place | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONDITION OF THE | | Stringers | Inner Bottom Plating | State if Tanks have been examined inside | State if Tanks now tested | Bulkheads | Ceiling | Cement or Asphalt (State which.) | Rudder | 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? | Plating, Plates under Sounding Pipes | Engine Room Skylights | Coal Bunkers, Open'gs, Lids, &c. | Scuppers | Cargo Hatchways | Hatches | Planking of Wood Vessels | Caulking | Treenails | Breasthooks & Stemson | Transoms, Pointers, & Crutches ditto | Timbers of Frame at openings | Ditto ditto at other places ditto | Stringers, Clamps & Shelves | Salting | Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year | Boats | Masts, Yards, &c. | Condition, how ascertained (State if redges removed) | Sails | Equipment letter | Anchors, No. of | Cables (State if now ranged) | length (on board) | Rule length | Hawser & Warps | Standing & Running Rigging |

1 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 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 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and pnd15, &c."

After repairs were effected and the vessel undocked, the re-loading of the iron ore discharged was commenced. The ship being in admiralty waters alongside the South Mole - and by 4.30 p.m. on the 27th February 1920, about 450 tons of cargo had been loaded (about 100 tons in No. 1 hold, 300 tons in No. 2 and 50 tons in No. 3 hold). The vessel was found to be badly on fire at 11.40 p.m. on the 27th February, in spite of all efforts, the fire could not be got under; about 2 a.m. on the 28th February she was run out of admiralty waters, and finally she went ashore near Carnaro Point and was burnt to the water edge. She afterwards partly broke up, with an Easterly swell and heavy sea, and became a constructive total loss.

| | | | | |
|------------------------|------|------|-----|-------------------|
| Section 28) | £ | : | : | Fees applied for, |
| or Repair Fee (if any) | £ 12 | : 12 | : 0 | 9. 3. 1920 |
| ences (if chargeable) | £ 2 | : 2 | : 0 | Received by me, |
| or's Fee (if any) | £ | : | : | 12. 3. 1920 |

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. APR. 27 1920

Character Assigned

No action



Lloyd's Register of Shipping

Q. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

ANCHORS.

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

[illegible]