

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan-20th-20 When handed in at Local Office Jan-20th-20 Port of Galveston, Texas.

No. in Reg. Book 04784 Survey held at Port Arthur, Texas. Date, First Survey January 8th Last Survey Jan-20th-1920

SMST on the Wood, ~~Franklin~~ Schooner "SANTINO" Master B. Borjesson.

TONNAGE:— Built at Aberdeen, Wash By whom Gray's Harbour Shipbldg Co. When 1916 MONTH 11
GROSS 2491 Owners Gaston, Williams & Wigmore Steamship Corp. Port belonging to New York
UNDER DK. 2195 Owners' Address
NET 2017 (if not already recorded in Appendix to Register Book).

Kept Afloat or in Dry Dock? Afloat Name of Dock Cotton Dock Destined Voyage Cette
Capacity CellDBorDBa feet; uE&B feet; f feet; f feet; f feet; f feet; f feet;
tons. FPT tons; APT tons; MT tons.

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 N.B., if any).

Report, No. 1945 Port h h

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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; repairs being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement 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.

Special 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? Copy enclosed Was a damage report made by anyone else? If so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR The purpose of ascertaining the extent and amount of damage stated to
been sustained when an unknown steamer collided with her off the Cuban Coast on December-30th-1919.

On examination it was found that the second plank from the bottom in the wales and the fourth plank about 2-1/2 ft was cut in about three-quarters of an inch for about fifteen feet in length. Bottom edge of wales grazed and planks slightly set in at a butt:- Several treenails were found to have been disturbed, and one drift bolt had been displaced leaving an opening at the bottom. About 150 feet of the caulking was found to have been started:- Six on the main deck started slightly on the port side:- The poop deck showed signs of leakage at seven places:-
"RECOMMENDED" that the port side of the vessel be recaulked for about 150 feet amidships from the bottom of the poop deck up to the main deck. All broken cement being first removed, when the caulking was finished to be renewed:- All bed treenails to be removed and renewed:- A hole to be made alongside the disturbed drift bolt in the second plank of the wales from the bottom and a plug fitted in:- The damaged planking on the port side to be dressed:- Six

OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Worked								(Continued on the other side)
Removed and Faired or Repaired								
Replaced or Repaired in place								

CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or I.M. of Wood Vessels
Inner Bottom Plating	State if Tanks have been examined inside	Engine Room Skylights	(State if on Feet.)
State if Tanks now tested	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Ceiling	Cement or Asphalt (State which.)	Scuppers	Boats
Rudder	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Have Pumps now been examined and found efficient?	Windlass	Hatches	Condition, how ascertained
Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Planking of Wood Vessels	(State if wedges removed) Above
		Caulking	Sails
		Treenails	Equipment letter
		Breasthooks & Stemson	Anchors, No. of
		Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
		Timbers of Frame at openings ditto	length size
		Ditto ditto at other places ditto	(on board)
		Stringers, Clamps & Shelves ditto	Rule length size
		Salting (State if examined.)	Hawser & Warps
			Standing & Running Rigging

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 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 pEND15, &c."

This vessel as far as seen is eligible in my opinion to be continued as classed, subject to the damaged planking on the port side being permanently repaired at the earliest opportunity.

Section 28	£	Fees applied for, <u>Jan-20th-1920</u>
or Repair Fee (if any) and	£	Received by me, <u>19</u>
Rate of Seaworthiness	\$50.00	
fees (if chargeable)	35:00	

Surveyor's Minute New York FEB 17 1920
Character Assigned As now
Subject

J. G. Grant
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

