

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

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Report No. 19,689

New Orleans, La., October 12, 1950

S/S "LAGO AZUL"

THIS IS TO CERTIFY THAT the undersigned surveyor to this Bureau did, at the request of the Owners' representative, attend the steel screw Steamship "LAGO AZUL", of Panama, R. P.; while in dry dock at Todd-Johnson Dry Docks, Inc., Algiers, La., on the 9th day of October, 1950, and upon subsequent dates, in order to examine and report upon condition of the underwater parts of hull and machinery. For further particulars see report as follows:

Vessel placed upon dry dock and cleaned. The stem, keel, stern frame, and outside shell plating examined and externally considered in a satisfactory condition except as noted. The vessel was afterwards recoated from the keel to deep load line.

Shell Plating, Port Side

"F" strake - defective areas at the after end of plate No. 10 and the forward end of plate No. 11 were cropped out and renewed with one plate of the original thickness. Repairs were afterwards tested and proven tight.

Shell Plating, Starboard Side - "F" strake plate No. 14 was removed and renewed with plate of original thickness. Repairs were afterwards tested, and proven tight.

Rudder was removed, pintle gudgeons were rebushed, rudder blade was faired, new pintles were fitted and rudder was afterwards re-installed in good order.

The anchors and chains were ranged, cleaned, examined, and no excessive wear evidenced. Vessel's complement consists of two (2) main bower anchors, one (1) spare bower anchor, and 270 fathoms stud link chain.

Strainer plates removed, sea chests cleaned, examined, found in good order, after which the chests were recoated and strainer plates properly resecured. All sea valves were opened for examination, valves ground in, repacked, reassembled, and considered satisfactory.

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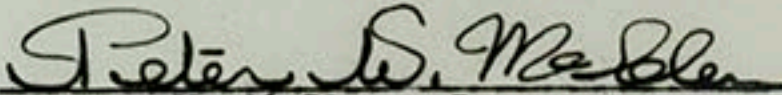
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The propeller was removed from the propeller shaft and shaft drawn in, examined, and found to be fractured at the forward end of the keyway. Shaft not considered fit for further service.

The stern tube bushing was rewooded and the vessel's spare propeller shaft, marked Lloyds 4320 GAH, was installed in tube and connected with the propeller and line shafting in good order. Stern gland packing renewed. (Shaft renewed 10-50).

Note: This vessel is not classed with this Bureau and scantlings of plating were not ascertained by drilling.

The undersigned surveyor visited the vessel upon satisfactory completion of the foregoing repairs.


Peter W. McClen, Surveyor



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