

16 JUN 1930

No. 10,392

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 June 1930. When handed in at Local Office 14 June 1930. Port of Belfast

No. in
Reg. Book.

Survey held at Belfast

Date, First Survey 21 Nov 1929 Last Survey 11 June 1930

(No. of Visits)

Supp. 90235

on the Wood, Iron or Steel Sc. Sh. "DARIN" ex "La Maria"

TONNAGE:-

GROSS 4281

UNDER DEK. 3533

NET 2276

Built at Birkenhead

By whom Bammell Laird & Co. Ltd. When 1924 MONTH 4

Owners Balboa Shipping Co. Incorporated Owners' Address

(if not already recorded in Appendix to Register Book)

Managers United Fruit Co.

1 Federal St. Boston Mass. U.S.A

Port belonging to Panama

Surveyed Afloat or in Dry Dock?

Name of Dock Alexandra dry dock. Destined Voyage Puerto Castilla

WB=CellDBorDBa 100 feet; uE&B 70 feet; f 124.5 feet
total capacity 621 tons. FPT 52 tons; APT 13 tons; MT 1 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. 30702 Port N YK

(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 Not required

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 7 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage and Alterations including docking.

Alterations including docking.

Vessel placed in dry dock, severed at butto and as arranged, either side of a section 1'-3" forward of 69 frame (numbered from aft), the forward portion moved on ways 27'-6" distant and a new portion then built in the intervening gap to the approved plans (see list given below), the two end portions having been sighted and checked for position. The machinery and whole of seating in machinery space and motor room aft removed. New seating built and additional web frames fitted port and starboard at number 19 frame, with two reinforced beams. Watertight doors fitted one in bhd. at after end of mae. sp and one at fore end of motor room aft.

On completion of work the double bottom tanks in the new portion and where disturbed in the old portion, oil fuel bunkers and settling tanks

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed ...	2	2 pl				1 pt.		2 beam knees remd. fixed replaced
Removed and Faired or Repaired ...					2			Rubber plate see report
Faired or Repaired in place ...	4	2						Propst and port remd fixed

PRESENT CONDITION OF THE

Decks ...	Good	State if Tanks have been examined inside No.	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	"	State if Tanks now tested See report	Engine Room Skylights	(State if on Felt).
Coamings	"	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Beams & Fastenings	"	Ceiling	Scuppers	Boats
Outside Plating	Good	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	"	Rudder	Hatches	Condition, how ascertained from deck
Transoms	"	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed) No
Frames	"	Windlass	Caulking ditto	Sails
Reverse Frames	"	Have Pumps now been examined and found efficient?	Tree-mails ditto	Equipment letter Special equipment
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of 3 B I S I K
Transverses	"	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged) Yes
Floors	See report	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	" length 300 fms size 1 1/4 1 1/2
Keelsons	"		Ditto ditto at other places ditto	" Rule length 300 fms size 1 1/4 1 1/2
Stringers	"		Stringers, Clamps & Shells ditto	Hawser & Warps Sufficient
Inner Bottom Plating	See report		Salting (State if examined.) ditto	Standing and Running Rigging Efficient

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 is in good sufficient condition and eligible in my opinion to remain as classed with fresh record of Survey 6.30.

Survey Fee (per Section 29) ...	£	73	10	—
Special Damage or Repair Fee (if any) (per Sec. 29) ...	£			
Travelling Expenses (if chargeable) ...	£			
Second Surveyor's Fee (if any) ...	£			

Fees applied for,

Received by me,

3.7.10.30

G. R. Edgar & Co. J. Hodgson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 11 JUL 1930

100 H.A. With Pld

Len. 30

5.6.30

+ NE & D 6.30

+ L.M.C. 6.30

002038-002050-01971/2

DARIEN (ex "La Marea") contd. 2.

Tested as required by the Rules with satisfactory results. New portion of weather deck, cargo doors at ends of bridge also new oil loading door amidships and new sidelights in bridge hose tested on completion with satisfactory results.

Equipment. Two new bower anchors and 30 fathoms new cable supplied, particulars as given below. Cables ranged and examined. Second bower anchor, (test certificate no. 57387) retained, other two bower anchors originally supplied removed.

W.T. doors tried and examined on completion with satisfactory results.

Docking. Bottom rudder examined & coated. Some defective rivets in stem renewed. Deck & general equipment examined and found in order.

A number of minor indents in shell were noted but as these did not affect the efficiency or seaworthiness of the vessel it was not considered necessary to deal with same.

The new registered dimensions of the vessel are 352.7' x 48.1' x 28.3' and the tonnages as shown at the head of this report.

The double bottom is intended for the carriage of oil fuel F.P. above 150° F except the engine room tank which is for feed water and the dble. bottom aft for fresh water. Particulars of double bottom are

Double bottom aft.	length 100ft.	Capacity 145 tons	Salt water.
" under eng. boilers	70ft	284 "	
" fore	124.5ft	192 "	

Total length of double bottom 299.5'

Oil Fuel is also carried in oil fuel bunkers situated at either side of the boiler space as shown on the approved plans, the vessel being fitted

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

See Secretary's letters of ANCHORS. 1/10/29 & 2/6/30.

Number of Certificate.	Anchor #	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts. grs. lbs.	Stockless	Owts. grs. lbs.	Tons. Ows. grs. lbs.	Owts. grs. lbs.	Owts. grs. lbs.	Owts. grs. lbs.	Owts. grs. lbs.			
62946	1st Bower	54 2	-	Stockless	45 1 1	-	-	-	-	Byers type	S. Taylor & Sons	Tipton 26.11.29 W.A. Drysdale
62948	2nd "	54 0 21	-do-	-	44 16 2 7	-	-	-	-	-do-	-do-	Tipton 27.11.29 W.A. Drysdale
	3rd "											
	Collapsible Weight.											
	Stream											
	Kedge											

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Specimen.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
63420	15	1 5/16	67 1/2	94 1/2	28.3.15	Owts. grs. lbs.	Fathoms.	1 1/2	Stud link		Tipton 30.4.28 W.A. Drysdale
63421	15	1 5/16	67 1/2	94 1/2	28.2.14	Owts. grs. lbs.	Fathoms.	1 1/2	-do-		-do-

Cast steel anchor heads 32-2.0 (inc. pins) J.Q. 184. 7.6.28 for anchor cat. no. 62946
32.3.25 (inc. pins) J.Q. 383 31.5.29 -do no. 62948

for the burning of oil as fuel.

Approved plans forwarded herewith are Midship Section, Profile & decks, Strengthening at breaks, Bulb angle girder along casing side, Main deck in way of casing & welding of bulkhead & deck connection in eng. space, Oil Fuel Bunkers. Plan marked A of Oil Fuel Bkrs & Midship Section as built are also enclosed.

Rpt. 9a.

Port of Belfast

Continuation of Report No. 10392 dated 11th June 1930. on the

DARIEN (ex "La Marea") 3.

Particulars for record

length of Poop 34' Bridge 135' Forecastle 40.2'

Notation. Intermediate Bulkhead in fore hold and intermediate Bulkhead in tween decks in after hold dispensed with. 4 B.H. to Upper Deck. 1 B.H. to 3rd DE. See Secretary's letter

The new part of the double bottom under the machinery space has been cemented on the bottom as has also the tank abaft this, originally carrying oil fuel.

Damage. 1. Stated to have been caused on May 19 1928 by collision with S.S. "Minnewaska" in Ambrose channel N.Y.

Now done. Poop sheerstrake plate part at front of poop failed in place, poop stringer plate in way cropped and part renewed, the stringer angle and wretaway bar being part removed failed replaced. Two frames in poop tween decks & 2 beams under poop deck failed in place, beam knees to same removed failed replaced. Cement and deck planking in way part renewed fittings removed for access replaced. Rudder plate bent at bottom part released and failed in place.

2. Stated to have been caused by heavy weather on Feb. 18. 1928 For further particulars please see log books. Damage situated port side amidships.

Now done. Angle frames 68 & 69 cropped at Upper Deck, top part removed failed refitted with straps. Tween Deck Bld wing plate boundary angle removed failed replaced, bridge side plate in way failed in place.

3. Damage on starboard side cause unknown:-
Now done. Shell plates 5 & 6 in 2nd stoke below sheer removed failed ref. 5 3rd failed in place. 7 1st

G.R. Edgar