

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 19th Septemb, 52

When handed in at Local Office

Port of Bremen

No. in  
Reg. Book.

Survey held at Bremerhaven

Date, First Survey 23.7.52

Last Survey 19.9.

1952

51301

on the Wood, Iron or Steel

S.S. "ANDREAS G"

TONNAGE :-

Built at Newcastle

By whom

Palmer's Co. Ltd.

When 1929

MONTH 8.

GROSS 4913

Owners Santa Cruz Compania Naviera S.A.

Owners' Address

UNDER DECK 4595

Managers

NET 2979

(If not already recorded in Appendix to Register Book),  
Port belonging to Panama

Surveyed Afloat or in Dry Dock?

Name of Dock

Desired Voyage

Cell D B or D B a

feet ; u E &amp; B

feet ; f

feet

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

total capacity

tons

FPT

tons ;

APT

tons ;

MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4788

Port

Nap

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 date and initials of any officers 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.

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE FOR

Special Survey, O.F. conversion, Damage (Vessel 23 yrs. old)

Damage (a) stated sustained as a result of a fire which occurred on 3.5.52 and subsequently, on a voyage from Vizagapatam to Barry in No. 3 Hold. For further particulars, see the vessel's logbooks.

NOW DONE FOR DAMAGE (a): -

Examined No. 3 Hold bulkheads.

Repairs on account of Damage (a): -

The vessel was converted to oil fuel burning at this time when all No. 3 Hold (cross bunker) bulkheads affected by the fire and found buckled, were removed and the No. 3 Hold (part) and adjacent pocket bunker spaces were converted into deep tanks for the carriage of oil fuel.

Damage (b) stated sustained on 17.9.52 as a result of a collision with M.V. "ESSO HULL" in Bremerhaven Harbour. For

SUMMARY OF DAMAGE REPAIRS :-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items :-

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Decks

good

Caulking of Decks

good

Coamings

good

Beams &amp; Fastenings

good

Outside Plating

good

" " in way of sidelights

good

Frames

good

Reverse Frames

good

Longitudinals

good

Transverses

good

Floors

good

Keelsons

good

Stringers

good

Inner Bottom Plating

good

Have the Tanks been examined internally?

Yes

Have the Tanks been tested?

Yes

Bulkheads

good

Ceiling

good

Cement or Asphalt

good

Rudder

good

Steering gear and its connections

good

Windlass

good

Have pumps been examined and found efficient?

Yes

Have Sluice Valves been examined and found efficient?

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Have Watertight Doors been examined and found efficient?

good

Have Ventilators and their Coamings been examined and found efficient?

Yes

Air and Sounding Pipes

good

Doubling Plates under Sounding Pipes

good

Engine Room Skylights

good

Coal Bunkers, Openings, Covers, &amp;c.

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Oil Bunkers

good

Scuppers

good

Cargo Hatchways

good

Hatches

good

Planking

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

State if examined.

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

good

Masts, Yards, &amp;c.

good

Condition, how ascertained

(State if wedges removed.)

Equipment letter

at

Anchors, No. of

38-15

Cables (State if now ranged)

yes

" length 270 mean diamr. 2 3/16

(on board)

" Rule length 270 size 2 5/16

Chain Locker

good

Hawsers &amp; Warps

sufficient

Standing and Running Rigging

efficient

Sails

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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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

This vessel is in good order and eligible in my opinion to remain as classed in the Register Book with fresh record of drydocking Bmn. 8.52 and notation of SS Bmn. 8.52 and "fitted for oil fuel, PP. above 150° F."

Survey Fee (per Section 29)

SS

112 10 : 0

Fees applied for,

Repairs &amp; Alterations

20

Special Damage or Repair Fee (if any)

(per Sec. 29)

Damage (b)

56

Travelling Expenses (if chargeable)

Trav. Exp.

17

Second Surveyor's Fee (if any)

Committee's Minute

TUES. 11 NOV 1952

Character Assigned

8.52 Bmn. without spl. edn.

S.S. Bmn. - 8.52

(with endorsement)

Fitted for oil fuel 9.52, 3.P. above 150° F. CERTIFICATE WRITTEN.

+Lmc 9.52

S 8.52







"ANDREAS G."

A new bulkhead was fitted at frame No.91 of all welded construction and port and starboard deep tanks formed between frames Nos.84 and 91 all in accordance with the approved plans. Bottom centre and starboard wing strakes of deep tank aft bulkhead, frame No. 84, renewed, electric welded butts and seams and existing single riveted seams seal welded. Tested materials used throughout and workmanship examined during construction and found satisfactory.

Four settling tanks of all welded construction fitted in port and starboard tween decks in way of engine-room.

Double bottom tanks, deep tanks and settling tanks tested in accordance with Rule requirements on completion and found tight and satisfactory.

The centre and aft coal hatches on weather and freeboard decks removed and hatch openings closed by steel plates riveted and seams welded.

Port and starboard hatches fitted in tween decks in way of deep tanks closed by steel covers made oil tight by jointing and secured by bolts suitably spaced. Tween deck plating seams in way of deep tanks seal welded.

Tween deck hatch No.3 partly removed in way of deep tanks and openings closed and hatch extended one frame forward of same construction as existing and in accordance with the approved plan.

The stokehold fiddley closed by steel plate and the saddle back bunker fitted with wooden bottom and arranged to carry galley coal.

The forward bulkhead of deep tank fitted with wood ceiling. Air pipes, filling and suction lines, sounding and overflow pipes fitted to D.B., deep and settling tanks in accordance with the approved plans.

NOTE: The port and starboard deep tanks are intended for the carriage of dry cargo or oil fuel and are fitted with bilge suctions shut off by blank flanges when carrying oil fuel. A large notice to this effect is fixed above the bilge valves port and starboard.

All heating coils properly installed in the tanks and tested hydraulically with satisfactory results.

Gutterways fitted to settling tanks with drains led to engine-room oily bilge.

Gutterbar fitted to D.B. tank top in stokehold and led to oily bilge.

3 Plans No.3 Fr.20 - 139/141/142 attached.

The life boats overhauled and placed in good order, all air cases tested, three air cases renewed.

CONVERSION TO OIL FUEL BURNING

The vessel was converted to oil fuel burning at this time and was arranged to carry oil fuel in Nos.2, 2A and 3 double bottom tanks, port and starboard deep tanks and 3 settling tanks (30 tons each) in the tween decks and all in accordance with the approved plans. All cement was removed from the double bottom tanks, the centre line bulkheads of the tanks were made water-tight by closing all openings with electric welded steel plates. All single riveted seams of D.B. tank tops seal welded.

All openings in floor No.1A were closed and the floor made watertight forming two D.B. tanks Nos.2 and 2A. The aft bulkhead of No.2 Hold, frame No.98, was dropped and removed and face plate fitted and secured by E.W. to existing bulkhead to form deep frames and deck beams all in accordance with the approved plan.

