

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th Septemb, 52 When handed in at Local Office Bremen Port of Bremen

No. in Reg. Book 51301 Survey held at Bremerhaven Date, First Survey 23.7.52 Last Survey 19.9.1952

on the Wood, Iron or Steel S.S. "ANDREAS G" (No. of Visits 1)

TONNAGE: — Built at Newcastle By whom Palmers' Co. Ltd. When 1929 MONTH 8.

GROSS 4913 Owners Santa Cruz Compania Naviera S.A. Owners' Address (d) examal to juuocoo no atiam?

UNDER DK 4595 Managers (If not already recorded in Appendix to Register Book)

NET 2979 Port belonging to Panama

Surveyed Afloat or in Dry Dock? (Both) Name of Dock Herdeutscher Lloyd Destined Voyage (berzmbn)

Cell D Bor DBa feet; uE & B feet; f fee Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons FPT tons APT tons MT feet tons. Machinery and Boiler Surveys (Including data of N.B., if any).

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 seriatim 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.)

CHARACTER	Machinery and Boiler Surveys (Including data of N.B., if any).
100 Al with fbd. + LMC 1.48	
BS 7.51	
TSCL 1.50	

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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, O.F. conversion, same 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 P.T.O.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	1 (Part)	1 (Part)	✓	✓	✓	✓	✓	✓
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 & 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?	--
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, &c.	--
Oil Bunkers	good
Scuppers	good
Cargo Hatchways	good
Hatches	good
Planking	good
Caulking	good
Treenails	good
Breasthooks & Stemson	good
Transoms, Pointers & Crutches	good
Timbers of Frame at openings	good
" " at other places	good
Stringers, Clamps & Shelves	good
Salting	State if examined.
Copper, or Y.M.	(State if on Felt.)
When fitted, Month	Year
Boats	good
Masts, Yards, &c.	good
Condition, how ascertained	from flight
Equipment letter	at
Anchors, No. of	38+15
Cables (State if now ranged)	yes
" length	270 mean diamr. 2 3/16
" Rule length	270 size 2 5/16
Chain Locker	good
Hawsers & Warps	sufficient
Standing and Running Rigging	efficient
Sails	-----

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 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."

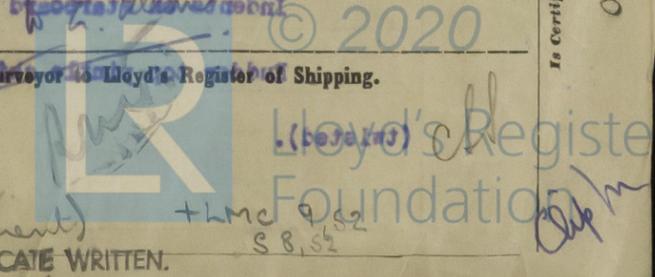
Survey Fee (per Section 29)	SS	112 10 : 0	Fees applied for,
Repairs & Alterations		20 0 : 0	
Special Damage or Repair Fee (if any) (per Sec. 29)		0 0 : 0	
Travelling Expenses (if chargeable)	TRAV. Exp.	17 0 : 0	Received by me
Second Surveyor's Fee (if any)			

Committee's Minute TUES. 11 NOV 1952

Character Assigned 8.52 Bmn. without spd. edw.
Note + write down
S.S. Bmn. - 8.52 (with endorsement)
Fitted for oil fuel 9.52, 3.P. above 150° F. CERTIFICATE WRITTEN.

10m.850. Transfer Ink. (MADE AND PRINTED IN ENGLAND.) The Surveyors are requested not to write on or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to 002592-002601-0122



further particulars, see the vessel's log books.

The damage was confined to the port bow of the vessel.

NOW DONE FOR DAMAGE (b) :-

Examined shell plating and bulwark on port side forward and found or placed in good order.

Repairs on account of Damage (b) :-

Shelter deck sheer stake, plate No.1 from forward port side, cropped and part renewed

(indented), Frame No.5 from forward port side, cropped and part renewed (buckled). Shell plate in way hose-tested and made tight and satisfactory.

Bulwark plate No.1 port side faired in place and rail in way cropped and part renewed.

NOW DONE FOR SPECIAL SURVEY :-

Vessel placed in dry-dock. Shell plating, stern frame and rudder (lifted), cleaned, examined

and coated. Anchors and cables ranged. Engines not considered necessary to drill test the cable plating.

Examined all holds, fore and after peak spaces, engine and boiler spaces, under engine and

boilers, ceiling lifted, plating in way of wash chute, plating in way of side-lights, decks, hatchways

with their closing and securing appliances, anchors and cables, chain locker, masts and rigging, and

steering gear, auxiliary steering gear, windlass, general equipment, hand-pumps, watertight doors,

ventilator coverings and covers, air and sounding pipes (striking plates fitted), boats, cargo battens,

and casings. Air pipe wood casings removed.

Renewal Freeboard Survey carried out.

Lifeboat, light and sound signals and radio telegraphy surveys carried out.

Examined internally and tested fore and after peak tanks, deep tanks and all bubble bottom

tanks. All spaces previously cleared, ceiling, lining and cement removed and structure cleaned as

required. Steel work afterwards coated as necessary. Ceiling and lining replaced. Cement renewed

where necessary. Plating drill-tested and gauged as found necessary.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight by Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Makers of Cables, Where and when tested and Superintendent.

Near and Tear Repairs :-

Two stem rivets renewed (slack). Port and starboard bilge keels overhauled, faired as necessary and a few angle rivets renewed (corroded).

About 90 rivets in bottom plating in way of No.1 Hold port and starboard forward renewed

(points corroded) and seams recalculated. Shell plating in way hose tested and made tight.

Indents on starboard side, 1st strake below sheer, plates Nos.2 & 4 faired in place.

Rudder top pintle skimmed and gudgeon rebushed. One link on starboard chain cable faired

(twisted).

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In No.1 Hold, bottom stringer bracket on port side to fore peak bulkhead renewed (corroded).

Three margin plate brackets on port side faired in place. Two brackets of aft centre line bulkhead

and D.B. tank top in No.1 Hold renewed (wasted and buckled). Bottom strake and brackets of after centre

bulkhead of No.2 hold renewed (corroded). Tween deck plating doubled secured by electric welding forward

of No.2 and 3 hatches (corroded). Cracks in frames Nos.89, 90, 92, 94 & 95 on port side and Nos.90, 93,

94, 95 & 97 on starboard side, No.3 Hold, veed out electric welded and fitted with efficient doublers in

way (400 x 10 mm).

Five margin plate brackets in No.5 Hold faired in place and small cracks in brackets electric

welded (buckled by grab damage).

Ash chute opening on ship's side closed by steel plate riveted and seams welded.

Deck plate on weather deck aft of No.3 Hatch renewed and efficient doubler fitted forward

of No.3 Hatch (corroded).

Forward coaming of No.2 Hatch fitted with doubler secured by electric welding (corroded). All

hatch board angles faired in place as necessary.

All battening clips overhauled, faired or renewed as found necessary. A few hatch boards

renewed and all fitted with steel end bands. Stringer plate and brackets on port side of chain locker

renewed (buckled). The rigging overhauled and placed in good order.

Steering gear chains and spare chains annealed and tested. Two lengths of steering gear

chains renewed (tested) (wear). All air pipes overhauled and part renewed. Sounding pipes renewed as

found necessary. Fore peak tank valve deck control spindle part renewed (corroded). Rivets in bottom

stringer brackets port and starboard to forward bulkhead in after peak tank renewed (slack).

Double bottom tank top plating in way of Nos.2, 3 and 4, drill tested and gauged. No.3 D.B.

tank top plate between frames Nos.83 and 84, starboard side, cropped and part renewed (corroded)

(6000 x 3000 x 10 mm). All D.B. Tank manhole covers overhauled and placed in good order. Two covers

renewed. Bottom centre strake and starboard wing strakes of stoke hold forward bulkhead, frame No.84

renewed (corroded). All plates of bulkhead drill-tested and gauged.

All tank top ceiling removed, refitted and renewed as found necessary.

All scupper valves and pipes overhauled and placed in good order.

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

renewed.

Endorsements: -

Nothing done.

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 settling tanks (50 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.

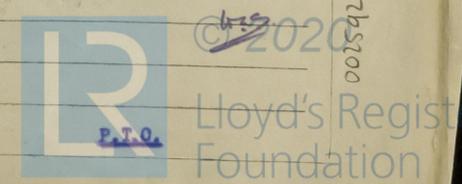
All openings in floor No.114 were closed and the floor made watertight forming two D.B. tanks

Nos.2 and 2A.

The aft bulkhead of No.2 Hold, frame No.98, was cropped and removed and face bars fitted and

secured by E.W. to existing bulkhead to form deep frames and deck beams all in accordance with the approved

plan.



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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.

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, 3 and 4 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. 14 were closed and the floor made watertight forming two D.B. tanks Nos. 2 and 3A.

The aft bulkhead of No. 3 Hold, frame No. 88, 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.