

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th July 1944 When handed in at Local Office 20th July, 44 Port of MOBILE, ALABAMA
 No. in Reg. Book. Survey held at MOBILE Date, First Survey 3rd March Last Survey 28th April 1944
 on the ~~Wood~~ ~~Iron~~ Steel T.S.S. "EL LIBERTADOR" (No. of Visits 17)

TONNAGE:—
 GROSS 1713 Built at Danzig By whom International S.B. & E. Co. When 1929
 UNDER DK. 959 Owners Koninkl. Nederl. Stoomb. Maats. N.V. Owners' Address
 NET 750 Managers - (if not already recorded in Appendix to Register Book).
 Port belonging to Amsterdam

Surveyed Afloat or in Dry Dock? both Name of Dock Ala. D.D. & S.B. Co. Destined Voyage
 Cell DBor DBa feet; uE&B feet; f feet
 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. Port

(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 dates and initials of any letters respecting this case. N.Y.K. ltr. 18/2/44

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & GENERAL EXAMINATION.

DAMAGE stated to have been sustained (1) by vessel grounding in the Demerara River on 1st November 1943 and (2) by vessel striking a submerged object at Paramaribo on 21st January 1944. For further particulars please see copies of Special Damage Reports attached.

NOW DONE

Vessel placed on drydock, the bottom and rudder cleaned, examined and coated.

DAMAGE REPAIRS due to FIRST ACCIDENT

Rudder
 Rudder disconnected and removed ashore, rudder stock and heel pintle checked for truth (rudder stock and rudder frame in one piece).
 Rudder stock built up by electric welding in way of rudder bushing and watertight gland, annealed and machined to original diameter.
 Heel pintle fitted with new shrunk on steel sleeve and heel gudgeon with new steel bushing.
 Rudder bushing rewooded with end grain lignum vitae and bored to fit rudder stock, watertight gland overhauled.

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	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	Boats	good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	see below	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained by exam. (State if wedges removed.)	
" " in way of sidelights	good	Windlass	"	Hatches	"	Equipment letter	
Frames	see below	Have pumps been examined and found efficient?	yes	Planking		Anchors, No. of	3B 1S 1W
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	-	Caulking		Cables (State if now ranged)	yes
Longitudinals	-	Have Watertight Doors been examined and found efficient?	yes	Treenails		" length	375 m. mean diam. 40 m.m.
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" Rule length	- size -
Floors	good	Air and Sounding Pipes	good	Timbers of Frame at openings		Chain Locker	good
Keelsons	"	Doubling Plates under Sounding Pipes	yes	" " at other places		Hawser & Warps	"
Stringers	"			Stringers, Clamps & Shelves		Standing and Running Rigging	
Inner Bottom Plating	"			Saling (State if examined.)		Sails	none

General Observations, Opinion as to Class, Recommendation, &c.— This vessel is in good and efficient condition and eligible, in my opinion, to be classed by this Society and to have record of EXAMINED 4,44 (12 months), also notation of S.S. Mob. No. 3-4,44 and record of survey 4,44 in the Register Book when the heavily set in shell plating and frames have been fair'd and repaired and after main deck plating has been renewed as required.

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."

		Fees applied for, July 21, 1944
Survey Fee (per Section 29)	£ 225.00	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 125.00	
Travelling Expenses (if chargeable)	£ 22.00	
Testing Derricks and Surveyor's Fee (if any)	£ 25.00	

Committee's Minute NEW YORK AUG 9 1944
 Character Assigned Examined L.R. 544 M.O.B. subject
 complete except for L.M.C. 544
 due to relative renewals, etc. T.S. 4,44.

[Signature]
 Surveyor to Lloyd's Register of Shipping.



