

31 AUG 1944

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

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."

Survey Fee (per Section 29) £ 225.00  
Special Damage or Repair Fee (if any) £ 125.00  
Travelling Expenses (if chargeable) £ 22.00  
Testing Derricks £ 25.00  
Fees applied for, July 21, 1944  
Received by me, 19

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 blasting towards, etc. T.S. 4,44.

Surveyor to Lloyd's Register of Shipping.

002762 - 002764 - 0016 1/2



on the

*[Signature]*

(continued)