

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report June 18<sup>th</sup> 40 When handed in at Local Office June 18<sup>th</sup> 40 Port of New York  
 No. in Survey held at Brooklyn Date, First Survey May 15<sup>th</sup> Last Survey May 28<sup>th</sup> 1940.  
 Reg. Book. 7 (No. of Visits)

80539 38137 on the Wood, Iron or Steel T.S.M.V. NUEVA GRANADA  
 TONNAGE: Built at Hamburg By whom Deutsche Werft AG. Bt. When 1937 4  
 GROSS 9968 Owners The Texas Co. (Norway) A.S. Owners' Address Finkenbords.  
 UNDER DEK. 8921 Managers (H.C. Mathieson) Port belonging to Oslo  
 NET 5782

Surveyed Afloat & in Dry Dock? Yes Name of Dock Robins & Co. Rep. Destined Voyage -  
 WB=CellDBorDBa feet; uE&B feet; f feet  
 total capacity tons; FPT tons; APT tons; MT feet tons.  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5220 Port Bdr

(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.

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.

Was a damage report made by anyone else? If so, by whom? no.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Dry docking & damage repairs, please see S.R. list.  
 Examined for damage stated to have been sustained through touching bottom at Pernambuco on January 23<sup>rd</sup> 1940, while on a voyage from Beaumont to Buenos Aires.

London Vessel placed on dry dock bottom & rudder cleaned, examined & recoated.  
 Port Side Shell plate No 5 from aft in A stroke found set up between frames, now partly released, faired & riveted.  
 Starboard Side Shell plates No 4, 5 & 8 from aft in B stroke found set up between frames, now partly released, faired & riveted.

On completion of repairs tanks in way tested & proven tight.

Damage S.R. list. No 11 sheer plate now renewed. (starboard side)

Deck stringer plate in way repaired at Bordeaux by doubling, carefully examined & found efficient, it is considered this repair could be accepted as permanent.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place	4							

## PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside	Air and Sounding Pipes <u>✓</u>	Copper, or V.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>✓</u>	State if Tanks now tested	Dblng. Plates under Sounding Pipes <u>✓</u>	(State if on fire) When put on, Month <u>✓</u> Year <u>✓</u>
Coamings <u>✓</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Beams & Fastenings <u>✓</u>	Ceiling <u>✓</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Outside Plating <u>✓</u>	Cement or Asphalt (State which) <u>✓</u>	Oil Bunkers <u>✓</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>✓</u>	Rudder <u>good</u>	Scuppers <u>good</u>	(State if wedges removed) <u>✓</u>
Breasthooks <u>✓</u>	Steering gear and its connections <u>✓</u>	Cargo Hatchways <u>✓</u>	Sails <u>✓</u>
Transoms <u>✓</u>	Windlass <u>✓</u>	Hatches <u>✓</u>	Equipment letter <u>✓</u>
Frames <u>✓</u>	Have pumps now been examined and found efficient? <u>✓</u>	Planing of Wood Vessels <u>✓</u>	Anchors, No. of <u>✓</u>
Reverse Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>✓</u>	Chain Locker <u>✓</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails ditto <u>✓</u>	Cables (State if now ranged) <u>no</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson ditto <u>✓</u>	" length (on board) mean diamr. <u>✓</u>
Floors <u>✓</u>		Transoms Pointers, & Crutches ditto <u>✓</u>	" Rule length size <u>✓</u>
Keelsons <u>✓</u>		Timbers of Frame at openings ditto <u>✓</u>	Hawser & Warps <u>good</u>
Stringers <u>✓</u>		Ditto Ditto at other places ditto <u>✓</u>	Standing and Running Rigging <u>✓</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shells ditto <u>✓</u>	
		Salting ditto <u>✓</u>	
		(State if examined.)	

## 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 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.

This vessel is eligible in my opinion to remain as classed, with fresh record of survey, 5, 40.

Survey Fee (per Section 20) £  
 Special Damage or Repair Fee (if any) Impr. Rep. \$90 00  
 Travelling Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £

Fees applied for,  
 JUN 19 1940

Received by me,  
 19

Rep. Kennedy & James A. Young  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK JUN 19 1940

Character Assigned

100A1 Carrying Pet. in bulk  
T.S. 5.40

without condition



New York.

Continuation of Report No. 40221 dated June 18<sup>th</sup> 1940 on the T.S.M.V. NUEVA GRANADA.

JUL -9 1940

In view of the damage the owner's representative decided to reinforce the upper deck of the vessel in way of the bridge. Deck girders were therefore fitted on both sides of the vessel in accordance with approved plan. Copy of which is attached.

J. A. Y.