

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

Date of writing Report 26<sup>th</sup> Apr 41 When handed in at Local Office 26<sup>th</sup> Apr 41 Port of GALVESTON.No. in Survey held at GALVESTON & PARTHUR Date, First Survey 4/11/40 Last Survey 25/11/1940  
Reg. Book. 89306 on the Wood, Iron or Steel 417. NUEVA ANDALUCIA (No. of Visits 4)TONNAGE:— Built at Hamburg. By whom Deutsche Werft A.G. Bet YEAR. MONTH. 1940  
GROSS 10044 Owners The Lesco Co (Norway) A/S Owners' Address  
UNDER DE. - Managers H.C. Mathiesen (if not already recorded in Appendix to Register Book).  
NET - Port belonging to Oslo.Surveyed Afloat or in Dry Dock? Both Name of Dock Lesco Co. Dr. Destined Voyage P. America - Gulf  
Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING.

Now done:— vessel placed in dry dock. Bottom & rudder cleaned, examined & recoated. Bottom flooded and tested in way of main cargo tanks & all found tight. Anchors & chain cables ranged & examined, chain locker cleaned & generally examined. The after peak tank, cleaned, cement washed & generally examined internally. All found or now placed in good condition.

Repairs (w & r) on the port & starb side, principally in way of the upper seam of bilge strake, a total of about 120 shell rivet points (found somewhat corroded) built up by electric welding (See Contin.)

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

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	per 1st good	Engine Room Skylights	Good	Copper, or T.M.	—
Caulking of Decks	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	(State if T.M.)	—
Coamings	"	Cement or Asphalt	—	Oil Bunkers	—	When fitted, Month	Year
Beams & Fastenings	"	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	—	Windlass	"	Hatches	"	Condition, how ascertained	from Dr.
Frames	—	Have pumps been examined and found efficient?	—	Planking	—	(State if wedges removed)	E+
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	3 B, 15
Longitudinals	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Anchors, No. of	3 B, 15
Transverses	—	Have Watertight Doors been examined and found efficient?	—	Breasthooks & Stemson	—	Cables (State if now ranged)	—
Floors	per 1st good	Have Ventilators and their Coamings been examined and found efficient?	—	Transoms, Pointers & Crutches	—	" length (on board)	300 ft. mean diamr. 2 9/16
Keelsons	—	Have the Tanks been examined internally generally?	Good	Timbers of Frames at openings	—	" Rule length	300 ft. size 2 9/16
Stringers	—	Have the Tanks been tested? Bottom flooded.	—	" at other places	—	Chain Locker	Good
Inner Bottom Plating	—	Doubling Plates under Soundings Pipes	—	Stringers, Clamps & Shelves	—	Hawsers & Warps	Good
Have the Tanks been examined internally generally?	—		—	Salting	—	Standing and Running Rigging	"
Have the Tanks been tested? Bottom flooded.	—		—	(State if examined.)	—	Sails	—

## 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, so far as now seen, is in a good & efficient condition & eligible in my opinion to be now classed + 100A1 (with special notations) in the Register Book, with fresh record of Survey 11, 40.

Survey Fee (per Section 29) £ 30.00

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £ 2.00

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned 100A1

carrying Petroleum in bulk

Fees applied for, 30/11/1940 WTC.

Received by me, 13/11/1941.

Lion Rennie

Surveyor to Lloyd's Register of Shipping.

NEW YORK MAY 14 1941

TUE. 29 JUL 1941

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Lloyd's Register

Foundation



"M/T. NUEVA ANDALUCIA"

See Lett. letter S, dated 10<sup>th</sup> July 1940, addressed to Principal Surveyor New York, with a view to the vessel receiving the Society's class.

Now done:- General Examination:

Additional to the foregoing examination, the dry cargo hold, peaks, tween decks, deck erection spaces, pump room and machinery spaces generally examined.

The cargo tanks and cofferdam generally examined internally. Decks & casings, masts & rigging, boats,

general equipment, hatchways, hatches & battening arrangements, ventilators & coamings, air & sounding pipes, steering gear and winchlass (also tested under working conditions), all generally examined & found in good condition, and the workmanship and materials so far as now seen, good & to my satisfaction.

The scantlings and arrangements verified, checked & so far as seen, found in accordance with the particulars shown on Rpt 1, forwarded herewith.

Cert B issued, 2 copies (nos.) herewith

WX.