

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th Apr 41 When handed in at Local Office 26th Apr 41 Port of GALVESTON.

No. in Reg. Book 89306 Survey held at GALVESTON & PARTHUR Date, First Survey 4/11/40 Last Survey 25/11 1940
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 1940 MONTH —
GROSS 10044 Owners The Lesco Co (Norway) A/S Owners' Address —
UNDER DK. — Managers H.C. Mathiesen Port belonging to Oslo.
NET — Lodd Galv. Dry Dk

Surveyed Afloat or in Dry Dock? Both Name of Dock Lesco Co. Dk. Destined Voyage P. America - Gulf Trade.
Cell DBorDBa — 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. — 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

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 & T.) 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 Contiv.)

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

PRESENT CONDITION OF THE

Decks <u>good</u>	Bulkheads <u>per rpt good</u>	Engine Room Skylights <u>good</u>	Copper or T.M. <u>—</u>
Caulking of Decks <u>—</u>	Ceiling <u>—</u>	Coal Bunkers, Openings, Covers, &c. <u>—</u>	When fitted, Month <u>—</u> Year <u>—</u>
Coamings <u>—</u>	Cement or Asphalt <u>—</u>	Oil Bunkers <u>—</u>	Boats <u>good</u>
Beams & Fastenings <u>—</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>—</u>
Outside Plating <u>—</u>	Steering gear and its connections <u>—</u>	Cargo Hatchways <u>—</u>	Condition, how ascertained <u>from Dk.</u>
" " in way of sidelights <u>—</u>	Windlass <u>—</u>	Hatches <u>—</u>	(State if wedges removed) <u>ET</u>
Frames <u>—</u>	Have pumps been examined and found efficient? <u>—</u>	Planking <u>—</u>	Equipment letter <u>—</u>
Reverse Frames <u>—</u>	Have Sluice Valves been examined and found efficient? <u>—</u>	Caulking <u>—</u>	Anchors, No. of <u>3 B, 1 S</u>
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>none</u>	Treenails <u>—</u>	Cables (State if now ranged) <u>See</u>
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>See</u>	Breasthooks & Stems <u>—</u>	" length <u>300 fms</u> mean diam. <u>2 9/16</u>
Floors <u>per rpt good</u>	Have the Tanks been examined internally generally? <u>good</u>	Transoms, Pointers & Crutches <u>—</u>	" Rule length <u>300 fms</u> size <u>2 9/16</u>
Keelsons <u>—</u>	Have the Tanks been tested? <u>Bottom flooded</u>	Timbers of Frame at openings <u>—</u>	Chain Locker <u>good</u>
Stringers <u>—</u>	Doubling Plates under Sounding Pipes <u>—</u>	" " at other places <u>—</u>	Hawsers & Warps <u>good</u>
Inner Bottom Plating <u>—</u>		Stringers, Clamps & Shelves <u>—</u>	Standing and Running Rigging <u>—</u>
Have the Tanks been examined internally generally? <u>good</u>		Salting <u>—</u>	Sails <u>—</u>
Have the Tanks been tested? <u>Bottom flooded</u>		(State if examined.)	

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 s & 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.

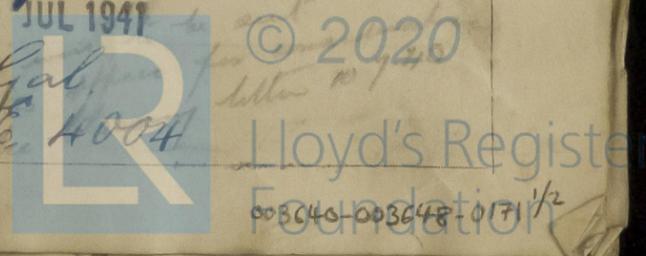
Survey Fee (per Section 29)	£ 30.00	Fees applied for, <u>30/11/1940 WTC.</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, <u>—</u>
Travelling Expenses (if chargeable)	£ 2.00	<u>13/11 1941.</u>
Second Surveyor's Fee (if any)	£	

Low Rennie
Surveyor to Lloyd's Register of Shipping.

NEW YORK MAY 14 1941

TUE. 29 JUL 1941

Committee's Minute
Character Assigned 100A1
carrying Petroleum in bulk.



Notes to Register

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

"M/T. NUEVA ANDALUCIA"

See Sect. letter S, dated 10th 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 winch (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

WR.