

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report May 6th 40 When handed in at Local Office May 6 40 Port of New York
 No. in Survey held at Brooklyn Date, First Survey April 4th Last Survey April 8th 1940
 Reg. Book. 9306 on the Wood, Iron or Steel T.S. M.V. NUEVA ANDALUCIA (No. of Visits 4)

TONNAGE:— Built at _____ By whom _____ When 1940
 GROSS _____ Owners _____ Owners' Address _____
 UNDER DECK _____ Managers _____ (if not already recorded in Appendix to Register Book).
 NET _____ Port belonging to Oslo

Surveyed Afloat or in Dry Dock? yes Name of Dock Robins D & R Destined Voyage ✓
 CB=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.

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 Report attached

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Dry docking & damage repairs.
Examined for damage stated to have been sustained by encountering ice after leaving
Hamburg on March 14th 1940 on a voyage to New York via Oslo.
Under Vessel placed on dry dock, bottom & rudder cleaned, examined & recoated.

Port side Shell plate No 1 from forward in F, stroke slightly set in between frames, now faired in place.
Shell plates Nos 1 & 2 from forward in G, stroke set in, now removed, faired & replaced.
Shell plates Nos 3 & 4 from forward in G, stroke slightly set in between frames, now faired in place.
Shell plate No 1 from forward in H, stroke slightly set in between frames, now faired in place.
Shell plate No 2 from forward in H, stroke set in, now removed, faired & replaced.
Starboard side, Shell plate No 1 from forward in F, stroke slightly set in between frames, now faired in place. row.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Deck Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired	5							
Faired or Repaired in place	8							

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or P.M. of Wood Vessels
Planking of Decks <u>good</u>	no	✓	(State if on Feet) _____
Stowings <u>"</u>	State if Tanks now tested <u>✓</u>	Dbng. Plates under Sounding Pipes <u>✓</u>	When put on, Month _____ Year _____
Rings & Fastenings <u>✓</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>good</u>	Boats <u>good</u>
Side Plating <u>good</u>	Ceiling <u>✓</u>	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Masts, Yards, &c. <u>"</u>
" in way of sidelights <u>✓</u>	Cement or Asphalt (State which.) <u>good</u>	Oil Bunkers <u>✓</u>	Condition, how ascertained <u>from deck</u>
Stanchions <u>✓</u>	Rudder <u>good</u>	Scuppers <u>good</u>	(State if wedges removed) <u>✓</u>
Stowage <u>✓</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Sails <u>✓</u>
Frames <u>✓</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>✓</u>
Transverse Frames <u>✓</u>	Have pumps now been examined and found efficient? <u>✓</u>	Planking of Wood Vessels <u>ditto</u>	Anchors, No. of <u>✓</u>
Longitudinals <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking <u>ditto</u>	Chain Locker <u>✓</u>
Reverses <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails <u>ditto</u>	Cables (State if now ranged) <u>no</u>
Beams <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemmen <u>ditto</u>	" length <u>✓</u> mean diamr. <u>✓</u>
Stringers <u>✓</u>		Transoms Pointers, & Crutches <u>ditto</u>	" Rule length <u>✓</u> size <u>✓</u>
Bottom Plating <u>✓</u>		Timbers of Frame at openings <u>ditto</u>	Hawser & Warps <u>good</u>
		Ditto Ditto at other places <u>ditto</u>	Standing and Running Rigging <u>"</u>
		Stringers, Clamps & Shells <u>ditto</u>	
		Salting <u>ditto</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 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, 4, 40.

Fee (per Section 20) £ _____
 Special Damage or Repair Fee (if any) Long Rep. £ 100
 (per Sec. 20) £ _____
 Sailing Expenses (if chargeable) £ _____
 and Surveyor's Fee (if any) £ _____

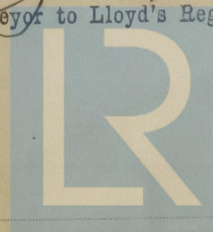
Fees applied for, May 7 1940
 Received by me, _____
 19 _____

Committee's Minute

NEW YORK MAY 8 1940

Character Assigned Transmit to London

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



Lloyd's Register
 Foundation

003640-003648-0180 1/2

Port of *New York*Continuation of Report No. *H0161*
T.S. MV. *NUEVA ANDALUCIA*dated *May 6th*

1940 on the

Shell plates nos 1 & 2, from forward in G, strake set in, now removed, faired & replaced.

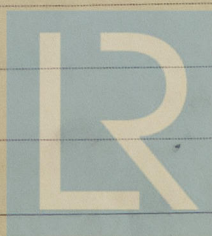
Shell plate no 4, from forward in G, strake slightly set in between frames, now faired.

Shell plates nos 1 & 2, from forward in H, strake slightly set in between frames, now faired.

Broken cement in way of rudder stock palm bolts, now renewed.

On completion of repairs, shell hose tested & tanks in way of repairs pressed up & repairs proven tight.

J. A. J.



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