

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

Date of writing Report *17 Aug 1928* When handed in at Local Office *8/8/28* Port of *Newcastle-on-Tyne*No. in Survey held at *Shields* Date, First Survey *3<sup>rd</sup> July* Last Survey *July 26 1928*Reg. Book. *83321* on the *Wood, Iron or Steel* *S/S "SAN NAZARIO"* (No. of Vessel) *20*TONNAGE:— Built at *Shields* By whom *W. Doxford & Sons* When *1914* 9<sup>th</sup> MONTH.  
GROSS *12029* Owners *English Transport Co. Ltd.* Address *(if not already recorded in Appendix to Register Book)*  
UNDER DECK *9525* Managers *Bryde & Dahls Husefengerelev* Port belonging to *Londorik Sandefjord*  
NET *7440*Surveyed Afloat or in Dry Dock? *DRY DOCK* Name of Dock *Middle Dk* Destined Voyage *Sandefjord*WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons; FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.Last Report, No. *60* Port *Ceo*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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? *Under Surveyor*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

*Condition and damage to Shell plating Port & Star. Sides stated sustained during heavy weather on the 17<sup>th</sup> & 18<sup>th</sup> April 1928, on a voyage from San Pedro to Montevideo, and damage on Port Side in way Nos 2 & 3 tanks on Shell side stated caused by collision Los Angeles Report 7<sup>th</sup> 599, and loss of star anchor & 165 fathms of cable in the North Sea on June 29<sup>th</sup> 1928.**Structural Additions Stringer in fore peak & Change of name now S/S THORSHAMMER of SANDEFJORD*SUMMARY OF DAMAGE REPAIRS:—  
Renewed ... *16* Shell Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items: *Particulars Anchor Cable (OVER)*  
Removed and Faired or Repaired ... *1*  
Faired or Repaired in place ...

PRESENT CONDITION OF THE

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

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 and pND24, &amp;c."

*This vessel is in our opinion Eligible to remain as classed, and to have record of Survey. 7. 28.*

Survey Fee (per Section 20)	5 : 5 : 0	Fees applied for, 26.7.28
Structural Additions	52 : 10 : 0	Received by me, 26.7.28
Special Damage or Repair Fee (if any)	2 : 2 : 0	25.8.0 - 26.7.28
Travelling Expenses (if chargeable)		19
Second Surveyor's Fee (if any)		25.12.0 - 25.7.28

Committee's Minute

TUES. 28 AUG 1928

Character Assigned

*100% without the condition NAB 28 57.28*

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... to serve it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

Iron Stream Chain )  
or Steel Wire... )

Rpt. 9a.

Port of Newcastle-on-Tyne

Continuation of Report No. 83102 dated

26/7/28 on the

Y "San Nazario" Cono

Damage Now done. Vessel placed in  
dry dock. Bottom cleaned Examined &  
flashed. Rudder lifted Examined and re-  
bushed.

All the Main oil Cargo tanks,  
Summer tanks, oil fuel-Bunkers Fore deep  
Tank, Fore after Peaks, and all double  
bottom tanks, Cofferdams, & other compartments  
testid Pump Rooms flooded to floor level  
& Examd. Centre line bulkhead testid

Many Toros on the Transverse bulkheads & Centre line bulkhead made good by renewal or caulking. Several butts & seams in bulkhead steamed & made tight under pressure. Some strutting on the shell & renewed & caulking restored to good & efficient condition as required.

The following functions shall relates finances

Perkins a 10, 13, B 15, J 10 11. 12

G 13, 15. H 13, 15.

Three lengths of Bridge Rub removed Guard & replaced one length T bar renewed.

Plum. Laid:- B. 12 E. 12 14; J 11

G 13 H 13. *Yucca*.

Three lengths - B  
Belge Kiel removed, joined & replaced  
Two lengths of 1 Car removed.

G 12 Post Side doubling plate fitted  
B 11. 12 Stm. side " " "

Many cracks on Long's + other inside structure  
in way of damaged shell plating damaged.  
Tanks proved tight after completion of repairs.



G. San Nazario Cond

Damage Anchor Cable Lost.

One New Bower Anchor + 165 fathoms  
of 2 $\frac{1}{2}$  Stud link Cable placed on board.  
To make good the Vessel's Equip  
Particulars as recorded.

Damage on Port Side &

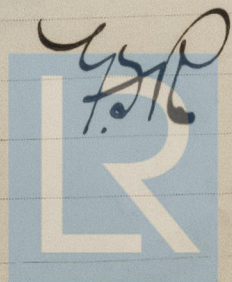
One Shell Deck Shear plate removed  
fair & replaced  
Stringer angle removed fair & replaced  
Deck Stringer plate fair in place  
Transverse frame fair in place.

Owners Requirements. Structural additions

The Shell plating reinforced for ice in the  
Dore Peak by fitting extra intermediate  
D.A. framing in short lengths between the  
Stringers from the Dore Peak Tank Top down  
to lowest Stringer & braced at head & heel  
to stringer plating. Two large web frames  
fitted above the Dore deep Tank (port star)  
to deck above securely braced top & bottom.

A new Seating Erected in the Storehold  
Star. Side for a new Vertical Auxiliary boiler  
to be used in connection with whale oil operations.  
One diagonal pillar removed shortened and  
replaced to clear boiler, extra sized brackets  
fitted at head & heel, also an extra round  
pillar fitted at beam end to support Chime  
Pipe. Minor other details on deck & below  
now done.

0065 1/2



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