

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th March 1941 When handed in at Local Office 19 Port of Buenos Aires
 No. in Survey held at Buenos Aires Date, First Survey 7th February Last Survey 17th March 1941
 eg. Book. "HOLLAND" (No. of Visits)

75956 on the ~~Wood, Iron or Steel~~ Sc. M.V. "HOLLAND"
 TONNAGE:— Built at South Shields By whom J. Readhead & Sons, Ltd. When 1914 YEAR MONTH

GROSS 4360 Owners A/B Naxos Prince Owners' Address _____
 UNDER DK _____ Managers Curt Mattson Port belonging to Stoblingers
 NET 2590

Surveyed Afloat or in Dry Dock? Both Name of Dock Government Dock Destined Voyage Pitcairn
 Depth of Deck Bor DBa feet; uE&B _____ feet; f _____ feet } Particulars of Classification (which must be inserted
 Total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. } 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. 16982 Port B. As

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 Yes Not required
 Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.
 Was a damage report made by anyone else? if so, by whom? Not known

REPAIRS, OR EXAMINATION AS PER RULE, FOR On account of damage sustained through
 (1) Touching the quay wall when leaving Metherell on 3rd November 1932
 (2) Grounding in the North Basin, Buenos Aires on 6th April 1940
 (3) H.M. Patrol vessel (name not known) colliding with vessel at sea on 18th September 1940, ¹⁴ ¹² voyage from River Plate to Pitcairn. (4) Encountering heavy weather on 16th 28 Dec: 1940 and 12th January 1941, voyage from Pitcairn to River Plate.
 (5) Touching quay wall between North Basin & Dock N^o 3 Buenos Aires on 6th February 1941
 (6) Heavy swell whilst berthed at Pitcairn on 3rd October 1940.
 Now done: Damage (1) Shell plate S.S. in first strake below sheer N^o 3 from fore to aft in place (one frame space).
 Damage (2) Yussel plate in dry dock bottom & rudder cleaned & sand P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								2 Bulwarks.
Removed and Faired or Repaired								
Faired or Repaired in place	11	1						

PRESENT CONDITION OF THE		Copper, or Y.M. (State if on Fell.)	
Decks <u>Good</u>	Bulkheads <u>—</u>	When fitted, Month _____ Year _____	
Caulking of Decks <u>—</u>	Ceiling <u>—</u>	Boats <u>—</u>	
Coamings <u>—</u>	Cement or Asphalt <u>—</u>	Masts, Yards, &c. <u>—</u>	
Beams & Fastenings <u>—</u>	Rudder <u>Good</u>	Condition, how ascertained (State if wedges removed.) <u>—</u>	
Outside Plating <u>Efficient</u>	Steering gear and its connections <u>—</u>	Equipment letter <u>X</u>	
" " in way of sidelights <u>—</u>	Windlass <u>—</u>	Anchors, No. of <u>4</u>	
Frames <u>—</u>	Have pumps been examined and found efficient? <u>—</u>	Cables (State if now ranged) <u>Mo</u>	
Reverse Frames <u>—</u>	Have Sluice Valves been examined and found efficient? <u>—</u>	" length <u>Stated on deck</u>	
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>	" Rule length _____ size _____	
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Chain Locker <u>—</u>	
Floors <u>—</u>	Air and Sounding Pipes <u>—</u>	Hawsers & Warps <u>Good</u>	
Keelsons <u>—</u>	Doubling Plates under Sounding Pipes <u>—</u>	Standing and Running Rigging <u>—</u>	
Stringers <u>—</u>		Sails <u>—</u>	

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 ss No. 1-38."
This vessel is eligible in my opinion to remain as classed & to have record of survey 3-41, subject to the rivet plate on port fore side of bridge deck & shell plate port side N^o 11 from fore in 6 strakes being repaired at the first convenient opportunity.

Survey Fee (per Section 20) £139:00 Fees applied for, 24-3-1941
 Special Damage or Repair Fee (if any) P.T.O. Received by me, A. Daintith
 Travelling Expenses (if chargeable) £ 26-3-1941
 Second Surveyor's Fee (if any) £

Committee's Minute FRI. 20 JUN 1941
 Character Assigned note 100As subject
with cargo b.t. not fitted
 Lloyd's Register Foundation
 W44-0085

The Surveyors are requested not to write on or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to

Bidge had p.s. 21-0 ford length removed found & refitted. Aft length about 9-0 removed. Short length in way of angle iron, T & bulb bar removed found & refitted. Starb side ford length about 8-0 removed.

Damage (3) Port side aft aboard N^o 5 hatch top landing of sheer strake plate pad removed found & removed together with stringer angle. Two bulwark plates & rail found in place. Five bulwark stanchions removed found & refitted.

Port side ford end of bridge side plating riser plate & deck angle is slightly buckled. Owing to bunker coal in bridge space repairs to this have been deferred to some convenient opportunity.

Damage (4) Port side in engine room found leakage into bilge & riveting of frames & bilge brackets slack, & one frame N^o 4 from aft bulwark fractured. Vessel placed in dry dock bottom & rudder cleaned & varnished. Broken frame welded & back bar of same section fitted & riveted to shell. Defective shell rivets in frames N^o 4 & 5 removed. Defective rivets in bilge brackets N^o 3 & 5 removed. Ruvelling of tee plates N^o 2 to 6 inclusive started, as these tee plates were somewhat wasted new ones were fitted.

Damage (5) Shell plate in G stroke N^o 11 from ford p.s. found sharply indented in one frame space. Owing to bunker coal in way repairs have been deferred to some convenient opportunity. The plate does not affect the vessel's efficiency.

Damage (6) Mooring bit on port side aft of poop deck broken now removed.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

Working condition. Vessel placed in dry dock bottom & rudder cleaned & coated. Rudder lifted four punches built up & refitted. A few defective rivets p.s. in way N^o 1 hold (about 40) removed. Some defective rivets around aft landing of bars plating welded.

Damage (1) FEE \$ 70:00 Exp ✓
 " 2 " \$ 105:00 do \$ 6:00 ✓
 " (3) " \$ 139:00 do \$ 6:00 ✓
 " (4) " \$ 263:00 do \$ 8:00 Special attendance fee \$ 102:00 ✓
 " (6) " \$ 53:00 ✓

N.B.—If this Report is copied by Copying Press, the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

