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E. JOHNSTON & CO. LTD. - SANTOS

REPORT OF SURVEYBritish s/s. "LAPLACE"Port of SANTOS, Brazil.-
Date: 6th. March 1942.-

THIS IS TO CERTIFY THAT, at the request of Messrs. E. JOHNSTON & CO. LTD., LLOYD'S AGENTS at this Port, I the undersigned proceeded on board the British s/s. "LAPLACE", on February 28th. and on subsequent dates, in order to ascertain and report upon the condition of that vessel's Fore Peak Tank.

Upon proceeding on board I found that, on some previous date, the vessel had sustained Bow damage, which had been repaired temporarily.

I found, according to entries in the vessel's Logbook, that when on passage from Halifax to this Port of Santos via Trinidad and Rio de Janeiro, there had been considerable leakage into the Fore Peak Tank.

Upon examination the following damage, so far as could be ascertained, was found:-

OUTSIDE:- Stem Bar badly buckled and turned over from Starboard to Port, from 3rd strake below upper sheer strake down to approximately the 17 foot draft mark.

The N^o. 1 Shell Plates from bow in 3rd, 4th, 5th, 6th & 7th strakes below upper sheer strake on both Port & Starboard sides badly buckled, and, upon examination, I could find no sign of fracture in these plates.

A considerable number of rivets in way of damage were found to be slack and leaking, and the laps of the above mentioned damaged shell plates in way were found to be open and leaking.

This damage had apparently been caulked but had opened up again.

INSIDE:- A cement box had been made by filling in the space between stem bar and 1st frame from forward, but same had not proved to be efficient, also several rivets on the after part of the cement box between 1st and 2nd frames from forward were found to be leaking.

I recommended that all leaking rivets and plate laps be welded and an efficient cement box be built on the after part of the existing leaking cement box.

6/3/42:- Repairs were completed and the above mentioned recommendations carried out in a satisfactory manner.

From the survey I have been able to make, so far as possible, I conscientiously believe the vessel to be seaworthy and fit to proceed on her voyage and to carry dry and perishable cargoes.

The above mentioned repairs are temporary and permanent repairs should be made at the Owners' first suitable convenience.

Santos, 6th. March 1942.

Fee.....Rs. 750\$000.

Master Mariner - B.O.T. Certificate 004281



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