

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 23rd May 1955 When handed in at Local Office

19 Port of

New York

No. in Reg. Book. Survey held at Hoboken Staten Island

Date, First Survey 27th April

Last Survey 16th May

1955

63803

on the Wood, Iron or Steel

"ILLUSTRIOUS"

(No. of Visits)

TONNAGE:-

GROSS 7350

UNDER DK. 6777

NET 4397

Built at Wallsend

By whom Swan, Hunter &amp; Wigham

When 1928 12

Owners Industrial Machinery Corp.

Owners' Address

New York

Managers

(if not already recorded in Appendix to Register Book).

Port belonging to Panama

Surveyed Afloat or in Dry Dock? Both

Name of Dock Todd Shipyard, Hoboken

O'Brien's Staten Island

Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT. tons; APT. tons; MT. feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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. 52408. Port New York

(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

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR examination prior to being towed as a hulk from New York to a port in the United Kingdom for scrapping - See London cable 25th April, 1955.

Now done: Vessel placed in dry dock, bottom and rudder examined and found in an efficient condition.

Weather decks, hatches and closing appliances, machinery casings and superstructures with their access openings, skylights ventilators and air pipes above deck examined and found or placed in satisfactory condition.

Repairs now done: The closing appliances of all hatches overhauled and placed in satisfactory condition.

All vents and air pipes on upper and superstructure decks provided with wood plugs and/or canvas covers as required.

PTO

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

## PRESENT CONDITION OF THE

|  |  |  |   |
|--|--|--|---|
| Decks good                               | Bulkheads  | Engine Room Skylights good               | Copper, or Y.M. (State if on Felt.)                   |
| Caulking of Decks good                   | Ceiling  | Coal Bunkers, Openings, Covers, &c. good | When fitted, Month Year                               |
| Coamings good                            | Cement or Asphalt  | Oil Bunkers                              | Boats   |
| Beams & Fastenings                       | Rudder good  | Scuppers                                 | Masts, Yards, &c.                                     |
| Outside Plating good                     | Steering gear and its connections  | Cargo Hatchways good                     | Condition, how ascertained (State if wedges removed.) |
| " " in way of sidelights                 | Windlass   | Hatches                                  | Equipment letter                                      |
| Frames                                   | Have pumps been examined and found efficient?                              | Planking                                 | Anchors, No. of 3B LS                                 |
| Reverse Frames                           | Have Sluice Valves been examined and found efficient?                      | Caulking                                 | Cables (State if now ranged) no                       |
| Longitudinals                            | Have Watertight Doors been examined and found efficient? yes               | Treenails                                | " length mean diamr. (on board)                       |
| Transverses                              | Have Ventilators and their Coamings been examined and found efficient? yes | Breasthooks & Stemson                    | " Rule length size                                    |
| Floors                                   | Air and Sounding Pipes at dk. good   | Transoms, Pointers & Crutches            | Chain Locker  |
| Seelions                                 | Doubling Plates under Sounding Pipes                                       | Timbers of Frame at openings             | Hawsers & Warps                                       |
| Stringers                                |  | " " at other places                      | Standing and Running Rigging                          |
| Inner Bottom Plating                     |  | Stringers, Clamps & Shelves              | Sails   |
| Have the Tanks been examined internally? |  | Salting (State if examined.)             |   |
| Have the Tanks been tested?              |  |  |   |

## 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 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, so far as now seen is in fit condition to be towed as a hulk from New York to a U.K. port where it is stated she will be dismantled and it is recommended that she is assigned the record "To be broken up"

Survey Fee (per Section 29) \$ 100.:

Special Damage or Repair Fee (if any) (per Sec. 29) \$ :

Travelling Expenses (if chargeable) \$ 5.:

Second Surveyor's Fee (if any) \$ :

Fees applied for,

Received by me,

19

Committee's Minute

Character Assigned

NEW YORK

MAY 25 1955

"To be broken up"

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

002071-002078-0068 1/2



Closing appliances of doors in exposed machinery casings on Poop Deck leading below made workable or permanently closed with bolted clips.

Skylight flaps on Poop deck and machinery casing top secured with welded clips.

All side scuttles in superstructures closed and secured with deadlights in place, where fitted.

Rudder placed amidships with engine engaged, brake set up tight and quadrant lashed to adjacent pillars.

See Report 10 issued 17th May, 1955.

Note:

It is understood that the vessel will be manned with a "riding" crew of four men provided by the company responsible for the towing arrangements.