

REPORT OF SURVEY FOR REPAIRS, &c.

19 December 50

Date of writing Report 19 When handed in at Local Office 19 Port of NEW ORLEANS, LOUISIANA
No. in Reg. Book 50238 Survey held at New Orleans, Louisiana Date, First Survey 28 September Last Survey 7 October 19 50
(No. of Visits Seven)

Yes

Now

TONNAGE:—

GROSS 2276

UNDER DK. 1757

NET 1127

Built at Sunderland

By whom W. Pickersgill & Sons, Ltd.

When 1948 - 10

Owners W. A. Phillips Anderson & Co. Ltd.

Owners' Address —

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

Managers —

Port belonging to London

Surveyed Afloat or in Dry Dock? Both

Name of Dock Todd-Johnson

Destined Voyage —

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

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. 17165. Port *Amu*

(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 —

Society's Freeboard (if assigned) as painted on Ship and now verified } 0 ft. 9-1/4 ins.

Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Examination on drydock and installation of heavy lift steel derrick boom, with necessary gear and equipment, at No. 2 hatch.

NOW DONE: Vessel placed on drydock, bottom and rudder cleaned, examined and recoated and found or now placed in good order. The following parts examined generally and found or now placed in good order: Decks, coamings, beams and fastenings, outside plating and in way of sidelights, frames, stringers and bulkheads, rudder, steering gear and its connections, windlass, engine room skylights, scuppers, cargo hatchways, hatches, boats masts and rigging. Pumps, watertight doors, ventilators and their coamings examined and found efficient. Annual Load Line Survey held, Freeboard Markings verified and Certificate endorsed.

MANUFACTURE AND INSTALLATION OF HEAVY LIFT BOOM: 15 ton boom 46 feet long made of steel pipe in sections, with swedged and welded joints, pads for topping lift, load hoist, vangs and housing, pacific iron; gooseneck and deck pedestal provided, with 6 oz. grease cup to lubricate shank of gooseneck. Boom installed on shelter deck on (OVER) —

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

PRESENT CONDITION OF THE

Good	Good	Good
Decks	Bulkheads	Engine Room Skylights
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.
Coamings	Cement or Asphalt	Oil Bunkers
Beams & Fastenings	Rudder	Scuppers
Outside Plating	Steering gear and its connections	Cargo Hatchways
" " in way of sidelights	Windlass	Hatches
Frames	Have pumps been examined and found efficient?	Planking
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails
Floors	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson
Keelsons	Air and Sounding Pipes	Transoms, Pointers & Crutches
Stringers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings
Inner Bottom Plating		" " at other places
Have the Tanks been examined internally?		Stringers, Clamps & Shelves
Have the Tanks been tested?		Salting

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel so far as now seen is

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."

eligible in my opinion to remain as classed with fresh record of survey 10,50.

Survey Fee (per Section 29) \$ 20.00
Special Damage or Repair Fee (if any) \$ 105.00
(per Sec. 29) Late Fee Sept. 28 \$ 20.00
Travelling Expenses (if chargeable) \$ 15.00
Second Surveyor's Fee (if any) \$

Fees applied for
10 Oct. 50
Received by me,
27 Oct. 50

Committee's Minute

Character Assigned 10.50 - Nos. (with endorsement)

Surveyor to Lloyd's Register of Shipping

Lloyd's Register of Shipping Foundation

003018-003022-0090

any ink. But it is copied by Carving Press as usual, and the carving must be taken care of so much as to spread the ink, or to cause it to show through to the other side.

ADDITIONAL STIFFENING AND CHANGES TO STRUCTURE:

Doubling plate installed on shelter deck from beam 102 to beam 104 extending under after bulkhead of mast house. Bottom of masthouse bulkhead plate and angle cropped and raised sufficiently for installation of doubling plate and afterwards replaced and welded in on top of same. Pipe guards at after edge of doubling plate removed, winch steam and exhaust pipes altered to clear doubling plate and pedestal and pipe guards replaced. Fitted chocks installed at top of center member, with longitudinals 2'0" off center on port and starboard sides under shelter deck. A stanchion fitted from each side longitudinal to main deck connected transversely on top of main deck with a 12" channel. Deck pads installed on shelter deck for stays and vang, on doubling plates extending two frame spaces, welded all around and to toe of gunwale bars, and also plug welded to deck. Door and frame on after bulkhead of mast house relocated clear of boom and pedestal. Original opening closed by a plate welded in place, electric wiring inside house altered to suit changes made. Vertical ladder on mast shortened and resecured clear of mast band and running rigging. U shaped rungs 3/4" diameter installed to replace removed portion of ladder. Mast wiring, receptacles, rail stanchions, sheave, etc., altered to clear mast band and rigging. All accessible laps and butts on mast plating, both vertical and horizontal, between main deck and cross tree welded. Any existing rivets loosened by welding hardened up by caulking while hot. Mast band with lugs for topping lift and stays made and fitted, in halves, bolted together and welded to the mast. Structure installed on mast for housing boom in vertical position.

RIGGING: Side stays and forward stays of wire rope fitted on port and starboard sides from mast pad to deck pads, with pins, shackles, thimbles and turnbuckles. Stays served at each end over splices. Topping lift provided with a four part 3/4" flexible wire rig with 14" metaline bushed blocks. Existing lead block on masthouse replaced with a snatch block to operate from drum of existing starboard winch at No. 2 hatch. Load hoist provided with a four part 3/4" flexible wire rig with 14" metaline bushed

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.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

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

CHAIN CABLES.

[illegible]

blocks. Existing lead block on masthouse replaced with a snatch block to operate from drum of existing port winch at No. 2 hatch. Vangs provided with four part 9/16" flexible wire rig port and starboard with 10" metaline bushed blocks. Existing deck pads used for proper leads to winch and drums on No. 1 port and starboard winches. Two deck pads fitted outboard on port and starboard sides so that the forward one can be rigged when the load is over that side and the after one rigged on the opposite side. All parts, rigging, equipment, etc., were assembled and rigged in place, tested with a load of 19 long tons, and witnessed by the undersigned, with satisfactory results. All new and disturbed steel structure, boom, etc., were painted. All alterations were carried out according to Drawing No. 1-A-77 of the Todd-Johnson Dry Docks, Inc., dated June 21, 1950. Approved at New York 1 September, 1950.