

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Sept. 27 1947 When landed in at Local Office Sept. 29 1947 Port of NEW YORKNo. in Suppl Reg. Book. 37244 Survey held at HOBOKEN, N.J. Date, First Survey Aug. 4th Last Survey Aug. 30th 1947
(No. of Visits 7)
on the WOOD LARK Steel S.S. "FEDERAL MARINER" ex "EVANGELINE PARK"TONNAGE:— Built at Pictou, N.S. By whom Foundation Maritime, Ltd. When 1945 4
GROSS 2895 Owners Federal Commerce & Navigation Co. Ltd. Owners' Address _____
(if not already recorded in Appendix to Register Book).
UNDER DK. 2515 Managers _____ Port belonging to Montreal
NET 1658Surveyed Afloat or in Dry Dock? Afloat Name of Dock Todd Hoboken, N.J. Destined Voyage _____Cell/D/Bor/D/Ba _____ 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. 2559 Port RNA

(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 Conversion to oil burning.Now Done:— The vessel examined afloat.Fuel oil to be carried in Nos. 2, 3, 5 & 6 D.B. tanks and in two settling tanks.All ceiling in coal lockers and cargo holds removed, tank top and bilges cleaned.Openings in No. 3 D.B. tank centerline closed and bulkhead made reasonably water tight.Floors No. 64 & 76 made water tight by closing all openings with welded steel plates, to form new bulkheads for Nos. 5 & 3 D.B. tanks.Frames space just forward of No. 4 D.B. tank and frame space just aft of No. 4 D.B. tank now fitted as cofferdams to isolate fuel oil from fresh water in No. 4 tank.Water tight manholes, Port and Starboard, fitted with compensating rings now installed on each cofferdam. Nos. 2, 3, 5, & 6 D.B. tanks cofferdam bulkheads and tank tops and margins tested and

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

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 so far as now seen is in safe condition and eligible in my opinion to be continued as classed without fresh record.Survey Fee (per Section 29) oil conv. \$150.00

Special Damage or Repair Fee (if any) _____

(per Sec. 29) Repairs \$50.00

Travelling Expenses (if chargeable) _____

Second Surveyor's Fee (if any) _____

Fees applied for,

Sept 30 1947

Received by me,

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Committee's Minute

Character Assigned

NEW YORK OCT 8 - 1947

As now subjectNotation 'Fitted for oil fuel 8.47 F.P. above 150°'So. 4th 22/1/48

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

proven tight. A separate settling tank, 20 ton capacity, of welded construction installed in old port and starboard wing coal bunkers upon approved foundations, each settler fitted with a high suction only and sight drains run from bottom to the bilges with valve of self closing type.

Upon completion of testing D.B. tanks, ceiling in cargo holds renewed.

Bilge piping previously used for No.3 (dry) D.B. tank retained and altered as necessary to form suctions in forward and after cofferdams.

No.3 tank connected to ballast line so that all D.B. tanks may be used for ballast with 2½" center and wing suctions.

Short sounding pipes in machinery spaces fitted with weighted shut offs as per Rules.

A 2½" air vent fitted from each cofferdam to main deck.

No.3 tanks fitted with 3" air vent to bridge deck fitted with wire gauze diaphragms as per Rule.

Stevedore damage as per Kingston Surveyor's report of 7/17/47 dealt with consisting of minor repairs to hatch coamings, beams, bulwark rails, ladders, etc.

J. M. S. S.

S.S.
"FEDERAL
MARINER"