

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th May, 1944 When handed in at Local Office 18th May, 1944 Port of Baltimore, Maryland

No. in Reg. Book 22098 Survey held at Baltimore, Maryland Date, First Survey 28th Aug. 1943 Last Survey 20th March 1944 (No. of Visits 42)

on the ~~Wood~~ ~~Iron~~ Steel M. V. "GOIAPU"

TONNAGE:— Built at Nekskov By whom Nekskov Skibs A/S When 1937 YEAR MONTH 12

GROSS 7279 Owners ~~U. S. Army Transport Service~~ Owners' Address

UNDER DK. — Managers United States War Shipping Admin. Port belonging to United States

NET 5155

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co. Destined Voyage Key Highway

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } * 100 A1 with free-board 8.43 * LMC CS 12.41

Only alterations in the existing records of tanks should be inserted. ss N.Yk. No. 1-41 DBS 1.43

N.B.—All alterations in the existing records should be underlined. TS CL 5.43

Last Report, No. 5449 Port N.O. ~~No. 3 hold & No. 3 lower tween dk. for temp. 100 F. all other chambers for temp. 100 F.~~

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

Was a damage report made by anyone else? if so, by whom? Society's Freeboard (if assigned) as painted on Ship and now verified 10 ft 6 ins. supply new propeller first com. S.A.S. OIL ENGINES

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alterations. CONTINUOUS SURVEY

The vessel has been acquired by the U. S. Army Transport, extensive alterations effected in her conversion to a troopship and it was desired to retain this Society's classification. Two sister vessels, the Aconcagua has been completed and the Imperial is being dealt with similarly.

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. All damage, cargo battens and clips also ceiling and limber boards removed, all parts cleaned and recoated as necessary. All passenger accommodations, including public rooms, toilets and bathrooms, refrigeration insulation, trunking, etc. removed and new accommodation suitable for troops and troop officers installed with galleys, mess rooms, toilets etc. Ships side plating and deck heads in way of new living quarters where exposed to weather insulated.

The side shell openings forward between "B" and "C" decks completely plated in. The short well deck aft between frames 20 and 32 completely plated over and side shell plating extended to "B" deck. The No. 5 hatchway

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

| PRESENT CONDITION OF THE | | Bulkheads | | Engine Room Skylights | | Copper, or Y.M. (State if on Fels.) | |
|--|------|--|------|-------------------------------------|------|---|-------------------------------------|
| Decks | Good | | Good | | Good | | When fitted, Month Year |
| Caulking of Decks | " | Ceiling | " | Coal Bunkers, Openings, Covers, &c. | - | | |
| Coamings | " | Cement or Asphalt | - | Oil Bunkers | - | | |
| Beams & Fastenings | " | Rudder | Good | Scuppers | Good | Boats | Good |
| Outside Plating | " | Steering gear and its connections | " | Cargo Hatchways | - | Masts, Yards, &c. | " |
| " " in way of sidelights | " | Windlass | " | Hatches | - | Condition, how ascertained | from dk. (State if wedges removed.) |
| Frames | " | Have pumps been examined and found efficient? | Yes | Planking | - | Equipment letter | at 2 |
| Reverse Frames | " | Have Sticce Valves been examined and found efficient? | - | Caulking | - | Anchors, No. of | 3 B 1 S |
| Longitudinals | - | Have Watertight Doors been examined and found efficient? | Yes | Treenails | - | Cables (State if now ranged) | Yes |
| Transverses | - | Have Ventilators and their Coamings been examined and found efficient? | Yes | Breasthooks & Stenson | - | " length 270 fms. mean diam. 2" C.S. (on board) | |
| Floors | - | Air and Sounding Pipes | Good | Transoms, Pointers & Crutches | - | " Rule length 270 fms. size 2 5/16" | |
| Keelsons | - | Doubling Plates under Sounding Pipes | - | Timbers of Frame at openings | - | Chain Locker | Sufficient |
| Stringers | Good | | | " " at other places | - | Hawsers & Warps | Sufficient |
| Inner Bottom Plating | " | | | Stringers, Clamps & Shelves | - | Standing and Running Rigging | Efficient |
| Have the Tanks been examined internally? | No | | | Salting | - | Sails | - |
| Have the Tanks been tested? | Yes | | | (State if examined.) | | | |

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."

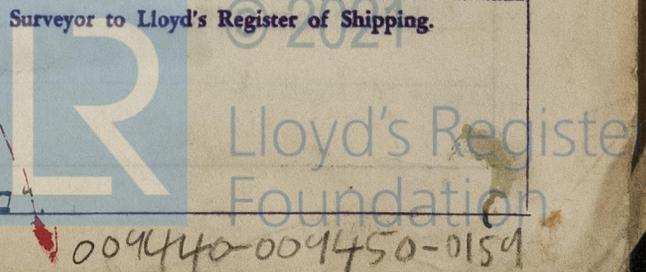
The vessel being now so far as seen in good and efficient condition appears worthy to remain as classed with record of survey Bal. 3,44.

| | | |
|---|-------------|--------------------------------|
| Survey Fee (per Section 29) Alterations | : \$1050.00 | Fees applied for, May 18, 1944 |
| Special Damage or Repair Fee (if any) (per Sec. 29) | : - | Received by me, 19 |
| Travelling Expenses (if chargeable) | : 21.50 | |
| Late Fee | : 10.00 | |
| Second Surveyor's Fee (if any) | : - | |
| Telephone | : 9.00 | |

Committee's Minute NEW YORK MAY 24 1944

Character Assigned 3,44 BAL.

DELETE +LLOYD'S RMC. P.43. NDB MADE '10 REFITTED '44. 150 LBS. PER D. D.B.S. 3,44. T.S. 3,44.



NOTE—ELEC. LIGHT CL (PRINTED IN U.S.)

Is Certificate required? If so, to be sent to

009440-009450-0159

on C deck trunked to "B" deck and new hatchway on this deck built with new materials. The wood sheathing on the exposed decks now enclosed, removed and composition fitted.

All cargo doors in side shell plating permanently closed, joints electrically welded and afterwards hose tested.

New fresh water tank each side of tunnel in No. 4 Hold also new deep fresh water tank just forward of machinery space bulkhead in No. 3 Hold built to approved plans. All tanks, double bottom, peaks and new fresh water tanks tested in dry dock as per Rule and ceiling re-laid on double bottom tank tops.

A new mechanical ventilating system installed throughout vessel, new supply and exhaust ventilators built, adguately supported and all openings capable of being closed with hinged steel flaps.

Hatchways Nos. 1 and 4 partly plated over using existing hatch beams welded in place and additional intermediate beams fitted. Steel companionways built on same. Two new steel companionways built just forward of No. 5 hatchway on "B" deck and two portable steel companionways built in No. 2 hatchway. All companionways substantially constructed and closed with hinged steel W.T. doors. Exposed entrances on "B" deck closed with hinged steel W.T. doors and all such doors throughout vessel fitted with steel W. T. emergency escape panels.

650 tons of permanent ballast (concrete steel blocks) fitted in holds; wood trunkways built around and above manholes for access to double bottom tanks. Cargo battens refitted in all lower holds.

All electric cargo cranes (3 ton), the 10 ton and 30 ton cargo derricks overhauled, a lifting test afterwards carried out satisfactorily and a report of same issued.

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 | | | | | | | | | | | | | | | |
| | Stream | | | | | | | | | | | | | | | |
| | 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. | | | | |
| | | | | | Fathoms. | Ins. | Tons. | Fms. | | | | | | Cwts. qrs. lbs. |
| | | | | | | | | | | | | | | |
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The following plans (11) were approved in connection with the alterations, are being retained for the sister vessel "IMPERIAL", and will be forwarded with the report on the vessel.

Alteration to Hatch No. 1; Ehd's. for Boiler Space "E" to "C" Dks. - Frs. 80 - 88)

Alteration to Hatch No. 4; Alteration to Hatch No. 5; "B" Deck & Shell plating "B" to "C" Deck Fr. 20 - 32; shell plating frames 137 to 154 "C" Deck; fuel oil deep tanks Fr. 37 - 53 P & S;

F. W. Deep Tanks Frs. 81 - 88; Alteration to No. 1 Hatch "C" to "D" Deck; Booby Hatches;

Boiler Room Ehd. Recess Port Side "E" to "D" Dks.

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

Noted for file. H.P.S. 24.6.44

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

