

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 25 1947 When handed in at Local Office 19 Port of New York

No. in Reg. Book. Survey held at New York Date, First Survey June 9 Last Survey July 16 1947 (No. of Visits 13)

86147 on the Wood, Iron or Steel S. S. "CAPTAIN POLEMIS"

TONNAGE:— Built at St. John, N.B. By whom St. John D.D. & S.B. Co. Ltd When 1943

GROSS 2877 Owners. Perachristidis Co. Ltd Owners' Address. (if not already recorded in Appendix to Register Book).

UNDER DK. 2519 Managers. Todd Shipyards Corp. Port belonging to Montreal

ET 1655 Surveyed Afloat or in Dry Dock? Both Name of Dock Brooklyn, N. Y. Destined Voyage.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1	* LMC 4.43
6.46	TS CLN 6.46
	BS 5.46

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

First Report, No. 107 Port TRD

Medical Surveys, when held, must be reported in detail and verbatim 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.

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?

PAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking - Special Survey - Alterations for conversion to oil burning and grounding.

Now Done - vessel placed in drydock, bottom and rudder cleaned, examined, found or now placed in good condition and coated.

Special Survey - Examined holds, decks, engine and boiler room spaces, chain locker, anchors and cables, fore and after peak spaces, fore and after peak tanks and all double bottom tanks internally, deep tanks, settling tanks, plating under sidelights, hatchways, covers and supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts and rigging (report attached) windlass, steering gear, ventilators, W.T. door, and general equipment, all found or now placed in good condition.

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	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks Good	Good	Good	(State if on Pelr.)
Planking of Decks	"	"	When fitted, Month Year
Paintings Good	"	Good	
Rivets & Fastenings "	"	"	Boats Good
Outside Plating "	"	"	Masts, Yards, &c. Good
" " in way of sidelights "	"	"	Condition, how ascertained See Report
Frames "	"	"	(State if wedges removed.)
Reverse Frames "	"	"	Equipment letter U
Longitudinals "	"	"	Anchors, No. of 3 B 1 s
Transverses Good	"	"	Cables (State if now ranged) Yes
Stoppers "	"	"	" length 225 mean diam. 1-15/16 ✓
Belsons "	"	"	" Rule length 270 size 1-15/16 ✓
Riggers "	"	"	Chain Locker Good
Inner Bottom Plating "	"	"	Hawsers & Warps Sufficient
Have the Tanks been examined internally? Yes	"	"	Stranding and Running Rigging Good
Have the Tanks been tested? Yes	"	"	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 is eligible in my opinion to be continued as classed with fresh record of Drydocking and Special Survey 7.47.

Survey Fee (per Section 29)	\$165.00	Fees applied for,	
Conversion to oil fuel	\$325.00	Received by me,	
Special Damage or Repair Fee (if any)	\$25.00	Aug 4 1947	
Special Rpt. a/c Canadian Govt.	\$50.00		
Travelling Expenses (if chargeable)	\$48.00		
Sun., Early & Expenses			
Second Surveyor's Fee (if any)			

NEW YORK AUG 6 - 1947

Committee's Minute Character Assigned 7,47 N.Y.K. subject

S.S. N.Y.K. - 7,47, + LMC - 7,47, subject fitted for oil fuel 7,47, R.P. 26000 150°F.



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Is Certificate required? If so, to be sent to 010835-010845-01574

All double bottom tanks, deep tanks, settling tanks, fore and after peak tanks tested to Rule Requirements. Doubling plates fitted under sounding pipes. Freeboard verified.

Grounding:- The vessel stated to have touched bottom at La Guaira, December 22, 1946. The bottom now examined and no damage found. S R L items and can be deleted.

WEAR & TEAR REPAIRS:- Bent link on starboard chain cable remove and replaced with Baldt patent link 2" BC 3300 J K H 3-6-47 PA. 27339 - 243930 - 341510 AB - LR. Mooring bitt renewed on port side of forecask deck. Bilges throughout cargo sealed and coated.

Note:- S R L "Bower anchor to be verified with certificate and 45 fathoms cable to supply." The vessel has certificates for bow anchor and 6 fathoms cable which applies to renewals of lost anchor and 6 fathoms chain and now verified. See report. Conversion from coal to oil burning using Bunker C grade oil.

No. 1 double bottom tank (common), No. 2 double bottom tanks (P&S) and the existing side bunkers converted to deep tanks and settling tanks (P&S) for oil bunkers.

The coal chute at frames 75 to 78 closed in by welded plates suitably stiffened, coal hatch on house top removed and opening plated over, hatch coamings on upper deck efficiently closed (P&S), also trimming hatches 2 port, 2 starboard leading to wing bunkers plated over. Ash chute removed in its entirety, openings in shell and deck closed with spigoted plate welded.

Cofferdams:- Open floors at frames 86 to 146 closed and made oil tight by fitting patch plates over lighting holes to isolate fuel oil tanks from No. 3 ballast tank and fore peak tank. Cofferdams fitted with vent, sounding and suction pipes and oil tight covers.

Bulkheads in way of new cofferdams suitably stiffened.

Existing salt water ballast line to fore peak removed from double bottom and installed along the bilge to engine room manifold, a 3" suction valve installed inside of fore peak with extension rod to deck.

Structure in way of bunker casings and bulkheads stiffened by the addition of intermediate stiffeners, tie beams and brackets.

A new bottom installed in way of deep and settling tanks 2 1/2" above the double bottom tank to form a coffer dam between the fuel tanks and double bottom tank top. Deep tanks and settling tanks have reach rods to deck for control of suction valves.

A steam smothering system installed in boiler room bilges controlled from the deck. No. 1 and 2 double bottom tank tops fitted with wood ceiling 2 1/2" on 1/2" x 3" bearers. Bulkheads in way of deep tanks sheathed and steel gutterways fitted in cargo holds.

A cross connection to the fuel oil transfer line is provided so that all double bottom tanks may be used for water ballast with spectacle pieces fitted for blanks on ballast manifold.

Existing vent pipes have been utilized for No. 1 and 2 double bottom tanks. New 2 1/2" vent lines and sounding pipes installed in deep tanks (P&S.).

The overflow system is a 1" rise from the main with 2 1/2" branches led into the fuel oil deep tanks (P & S). Settling tanks vent into deep tanks. The installation is to approved plans and RULE Requirements.

N.B.—If this Report is copied by Copying Press, special 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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT EXCEEDED		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.	Cwts.	qrs.			
15,200	1st Bower	5360								Baldt	Baldt	Philadelphia
	2nd "					91728		5090		Stockless	Anchor	
	3rd "									Chain & Forge	Division	23-10-46
	Collective Weight											W.H. Runham
	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.			
2969	6	1-15/16	16	210430	1430				DI-LOK	Baldt Anchor Chain and Forge Div.	Philadelphia 23-10-46 W. H. Runham

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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