

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: 2108
GROSS 2877
UNDER DK. 2519
ET 1655
Built at St. John, N.B. By whom St. John D.D. & S.B. Co. Ltd When 1943
Owners. Parachristidis Co. Ltd Owners' Address
(if not already recorded in Appendix to Register Book).
Managers. Todd Shipyard Corp. Port belonging to Montreal

Surveyed Afloat or in Dry Dock? Both Name of Dock Brooklyn, N. Y. Destined Voyage
HDBorDBa feet; uE&B feet; f feet
al 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.

First Report, No. 107 Port TRD

Periodical 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 Fair'd or Repaired								
Fair'd or Repaired in place								

Condition of the	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Pelr.)	
alking of Decks	Good	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
amings	Good	Cement or Asphalt	"	Oil Bunkers	Good	Boats	Good
ms & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	Good
side Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Condition, how ascertained	See Report
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	
mes	"	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	U
verse Frames	"	Have Sluice Valves been examined and found efficient?		Caulking		Anchors, No. of	3 B 1 s
ngitudinals		Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged)	Yes
ansverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 225 mean diam. 1-15/16	✓
ors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length 270 size 1-15/16	✓
elsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		Chain Locker	Good
ingers	"			" " at other places		Hawsers & Warps	Sufficient
er Bottom Plating	"			Stringers, Clamps & Shelves		Stranding and Running Rigging	Good
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Sails	
Have the Tanks been tested?	Yes						

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
Conversion to oil fuel \$325.00
Special Damage or Repair Fee (if any) \$25.00
Special Rpt. a/c Canadian Govt. \$50.00
Travelling Expenses (if chargeable) \$48.00
Sun., Early & Expenses \$
Second Surveyor's Fee (if any) \$

Fees applied for,

Received by me,

Aug 4 1947

NEW YORK AUG 6 - 1947

Committee's Minute

Character Assigned 7.47 N.Y.K. subject

CERTIFICATE WRITTEN

Lloyd's Register Foundation

SOLR 10/47. N.Y.K. 21.10.47

S.S. N.Y.K. - 7.47. + LMC - 7.47. subject
Fitted for oil fuel 7.47. R.P. 2400 H.P.

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 forecable 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.

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

ANCHORS.

Number of Certificate.	Anchors.*	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. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.			
15,200	1st Bower	5360						Baldt	Baldt	Philadelphia
	2nd "					91728	5090	Stockless	Anchor	
	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. Fathoms.	Diam. Ins.	Statutory. lbs.	Breaking. lbs.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			
2969	6	1-15/16	1500	210430	1430				DI-LOK	Baldt Anchor Chain and Forge Div.	Philadelphia 23-10-46 W. H. Runham

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.