

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd Feb. 1949 When handed in at Local Office 19 Port of San Francisco & Seattle

No. in Survey held at Portland, Oregon Date, First Survey 17th June 48 Last Survey 29th Jan. 1949

Reg. Book. Not previously entered on the ~~Woodhull~~ Steel M.V. "NELLY" ex Long Island" ex "Mormacmail" (No. of Visits 17)

TONNAGE:- Built at Chester, Pa. By whom Sun S.B. & D.D. Co. When 1940

GROSS 7886 Owners Carribbean Land & Shipping Corp Owners' Address -

UNDER DK. 7050 Managers T. Gaatos & Co., New York (if not already recorded in Appendix to Register Book).

NET 4682 Port belonging to Panama

Surveyed Afloat or in Dry Dock? both Name of Dock Albina Eng. Co. } Portland

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted

total capacity tons. FPT. tons; APT. tons; MT. feet } 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. Port

(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 5 ft 0-3/4 ins. painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Survey for Classification

This vessel was built in 1940/1 as a standard C-3 hull under the inspection of the Surveyors to the American Bureau of Shipping but was converted for war service to an Aircraft Carrier. On completion of war service the vessel was presented for Classification with Lloyd's Register of Shipping during reconversion to a freighter.

NOW DONE:

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. They are now in order.

EXAMINED:- decks, deckhouses, hatches, hatch coamings, covers and fastenings, air and sounding pipes, ventilators and coamings, masts and rigging, casings, all tween deck spaces,

(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 Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	When fitted, Month
Caulking of Decks	"	Ceiling	"	Bunkers, Openings, Covers, &c.	"	(State if on felt.)	Year	
Coamings	"	Cement	"	Oil Bunkers	"			
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, &c.	Good	
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	from deck	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	-	(State if wedges removed.)		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	Anchors, No. of	3 B. 1 S.	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	Cables (State if now ranged)	Yes	
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" length 300 H.T. Cast Steel	2-1/4	
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	-	" Rule length 300	size 2-5/8	
Stringers	"			" " at other places	-	Chain Locker	Good	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	-	Hawsers & Warps	"	
Have the Tanks been examined internally?	YES			Salting	-	Standing and Running Rigging	Good	
Have the Tanks been tested?	Yes			(State if examined.)		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 in satisfactory condition and is eligible, in our opinion, to be favorably considered by the Committee for Classification with Lloyd's Register of Shipping and may then be entitled to record of 100 A 1 with freeboard and record of Survey P.Or. 1,49.

CLASSIFICATION

Survey Fee (per Section 29) \$ 1714.00

Special Damage or Repair Fee (if any) \$

Travelling Expenses (if chargeable) \$ 382.62

Telegrams, etc. 15.00

Second Surveyor's Fee (if any) \$

NEW YORK MAY 18 1949

Committee's Minute

Character Assigned 100 A 1 with freeboard 1,49

Classed 1-49. S.S. P.O.R. - 1,49. L.M.C. - 1-49. D.B.S. 1,49. T.S. 1,49

Fitted for oil fuel F.P. above 150°F.

012796-012800-0050

43.0 ft.

mel F.P.
50°F.

Water Capacity.

Tons.

117.5

102.4

107.5

Is Certificate required? If so, to be sent to

All armament and special fittings to equip the vessel for war service have now been removed and the vessel has been reconverted as per accompanying Rept. 1 and drawings mentioned therein. All deck, bulkhead and shell penetrations made for war duty have been efficiently closed by fitting electric welded spigot insert plates. The weather deck hatch coamings have been constructed as per attached drawing No. D607. All penetration repairs, hatch coamings, etc., have been hose tested and found tight.

J. R. E. Hartung

ANCHORS.

[illegible]

CHAIN CABLES.

[illegible]

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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Lloyd's Register
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