

7 JUN 1949

No. 9371

(Received at London Office)

Rpt. 8.

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 ~~Woodlyn~~ 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 } Destined Voyage Italy

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

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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling "	COCK Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Cement REPAIRED "	Oil Bunkers "	Boats Good
Beams & Fastenings "	Rudder "	Scuppers "	Masts, Y&K &c. Good
Outside Plating "	Steering gear and its connections. "	Cargo Hatchways "	Condition, how ascertained from deck
" " in way of sidelights "	Windlass "	Hatches "	(State if wedges removed.)
Frames "	Have pumps been examined and found efficient? Yes	Planking -	Equipment letter
Reverse Frames "	Have Sluice 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 & Stemson -	" length 300 H.T. Cast Steel
Floors "	Air and Sounding Pipes Good	Transoms, Pointers & Crutches -	" (on board) mean diam 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 (State if examined.)	Standing 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 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 ^{SPECIAL} Survey P.Or. 1,49.

CLASSIFICATION	
Survey Fee (per Section 29)	\$ 1714.00
Special Damage or Repair Fee (if any) (per Sec. 29)	\$:
Travelling Expenses (if chargeable)	\$ 382.62
Telegrams, etc.	\$ 15.00
Second Surveyor's Fee (if any)	\$:

Fees applied for, 7th Mar 1949 Received by me, 19

James F Robertson L. Nailbrough, Surveyor to Lloyd's Register of Shipping.

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

Is Certificate required? If so, to be sent to



