

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th Oct. 1944 When handed in at Local Office 31st Oct. 1944 Port of New York

No. in Reg. Book. Survey held at New York Date, First Survey 13th Sept. Last Survey 14th Oct. 1944

87050 on the ~~Wagon~~ Steel S.S. "VACUUM" (No. of Visits 10)

TONNAGE:— Built at Oakland, Cal. By whom Moore S.B.Co. When 1920 5

GROSS 7020 Owners U.S. War Shipping Administration Owners' Address -

UNDER DK. 6444 Managers - Port belonging to New York

NET 4329

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corp. Destined Voyage -

Cell DBor DBa feet; uE&B feet; f Brooklyn, N.Y. 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. 5713. Port New York.

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.

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination.

WORK DONE: Vessel placed in dry dock, shell, bottom and rudder cleaned, examined and coated.

General examination made of all cargo and summer tanks, dry cargo spaces, cofferdams, bunker tanks, stowage room, fore and aft peak tanks, machinery spaces, structures under boilers, decks, casings, ventilators, oil hatches and covers, closing appliances, general equipment, steering gear and windlass. Freeboard verified and certificates renewed. Chain cables ranged and examined, chain locker cleaned, examined and coated and cables replaced.

Wear & Tear Repairs: 30 fms. chain cable found under renewal/line, now removed from vessel and replaced by 30 fms. of 2-5/16" dia. For further particulars please see back of report.

Water tanks Nos. 1, 5, 7 & 10 filled with water to main deck, a number of doublers fitted on bulkheads, 3rd, 4th and 5th strakes from top, tanks, tested and proven tight, all remaining tanks tested 8ft. (PTO)

CATEGORY 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								
Repaired or Repaired in place								

GENERAL CONDITION OF THE		Good		Good		Good		Good	
Condition of Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	-	(State if on Felt.)	-
Fastenings	-	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	-	Year	-
Painting	Good	Cement or Asphalt	-	Oil Bunkers	Good	Boats	Good		
Condition of Sides	-	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"		
Condition of Bottom	-	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from deck		
Condition of Machinery	-	Windlass	"	Hatches	"	(State if wedges removed.)			
Condition of Hull	-	Have pumps been examined and found efficient?	-	Planking	-	Equipment letter	a+		
Condition of Deck	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	3B, 1S, 1K		
Condition of Stowage	-	Have Watertight Doors been examined and found efficient?	None	Treenails	-	Cables (State if now ranged)	yes		
Condition of Hatchways	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" length	255 fms	mean diamr.	2-5/16"
Condition of Deck	-	Air and Sounding Pipes	-	Transoms, Pointers & Crutches	-	" (on board)	270 fms	size	2-5/16"
Condition of Deck	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	" Rule length			
Condition of Deck	-			" " at other places	-	Chain Locker	Good		
Condition of Deck	-			Stringers, Clamps & Shelves	-	Hawsers & Warps	Stated sufficient		
Condition of Deck	-			Salting	-	Standing and Running Rigging	Good		
Condition of Deck	-			(State if examined.)	-	Sails	-		

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 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 safe condition and eligible, in my opinion, to remain as now classed for a period of 12 months with fresh record of survey 10,44 and notation of "Examined 10,44".

GE	\$ 90.00	Fees applied for, No. 13 1944
Repair Fee (if any)	\$ 110.00	
Sun. Fee.	10.00	
Expenses (if chargeable)	\$ 2.00	
Surveyor's Fee (if any)	£	Received by me, 19

Committee's Minute NEW YORK NOV 8 1944

Character Assigned 10,44 N.Y.K. subject. Examined 10,44 N.Y.K. B.S. 10,44. T.P. 9,44.

Surveyor to Lloyd's Register of Shipping. FRI 29 NOV 1946

did up pending survey

White M.K.

1002-0004

head and proven tight. Fore and aft peak tanks tested and proven tight. Oil bunker tanks tested and proven tight.

"D" strake plate No.4, s.s., found fractured, removed and renewed.

A number of scattered shell rivets and seam portions caulked and electric welded.

Port side bilge keel midships approx.10' cropped, faired and replaced.

Hinged WT doors on poop bulkhead opening renewed.

Hinged WT doors forward of bridge openings renewed.

Cement box in paint locker bulkhead removed and doubler fitted, tested and proven tight.

Main deck, s.s., No.3 plate from forecastle bulkhead doubler fitted approx.6' full width of plate. Main engine thrust foundation, a number of rivets caulked and welded.

Windlass engine, s.s., piston rod renewed. Crankpin brasses renewed.

Steering engine with telemotor tried out and found satisfactory.

M.G.

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.	Statu- lbs	Breaking lbs	Supplied.	Per Rule.	Length.	Diam.			
PA 14559	30	2-5/16	X	X					Di-lok	Baldt Anchor	Sept.22,1944
	with two	2-5/16	303320						Stud	Chain & Forge	Chester, Pal
	detachable	links	424630						Link	Co.	J.F.Murray
	Iron Stream Chain } or Steel Wire }										

The above chain cable was tested and inspected by a surveyor of the American Bureau of Shipping and could, in my opinion, be accepted.

M.G.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much clamped 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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