

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th Feb. 19 42 When handed in at Local Office 9th Feb. 19 42 Port of Baltimore, Maryland

No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey and Last Survey 22nd Jan. 19 42 (No. of Visits 2)

80427 on the ~~Wood Iron or Steel~~ S.S. "NORDVANGEN"

TONNAGE:— Built at Danzig By whom Internatnl S. B. & E. Co. Ld. When 1929 4

GROSS 2400 Owners Skibsaktieselskap Karaibien Owners' Address -

UNDER DK. 1999 Managers Gorrissen & Co. Akties. Port belonging to Oslo

NET 1386

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Maryland Drydock Baltimore, Maryland Destined Voyage -

Cell DB or 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. 41946. Port New York

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 12, 41	LMC MS 12, 41
ss N.Os. No. 2-37	BS 8, 41
ss N.Y.R. No. 3-12, 41 N.Ns 5	TS CL 12, 41 N
Cargo battens not fitted.	
Fitted for oil fuel 9,36 F.P. above 150° F.	

(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 2 ft. 8-1/2 ins.

Report Herewith Was a damage report made by anyone else? if so, by whom? No. 3 fully fitted BSS, 41 when port

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

Damage stated to have been sustained through encountering heavy weather on 14th January 1942 and subsequent dates whilst on a voyage from Hamilton, Bermuda, to Norfolk, Virginia.

Damage Repairs:- Approximately 400 defective shell rivets caulked and welded in way of No. 1 D.B. tank and No. 5 D.B. tank (s.s.).

Aft end of keel plate caulked and welded.

No. 3 gudgeon bushing and retaining ring renewed.

All pintle nuts tested.

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	-	Engine Room Skylights	Good	Copper, or Y.M.	-
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-
Coamings	"	Cement or Asphalt	-	Oil Bunkers	-	When fitted, Month	-
Beams & Fastenings	"	Rudder	Good	Scuppers	-	Year	-
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	Good	Boats	Good
" in way of sidelights	-	Windlass	"	Hatches	"	Masts, Yards, &c.	"
Frames	-	Have pumps been examined and found efficient?	-	Planking	-	Condition, how ascertained	from deck
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	(State if wedges removed.)	-
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Equipment letter	S
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	-	Breasthooks & Stemson	-	Anchors, No. of	3B 1S
Floors	-	Air and Sounding Pipes	-	Transoms, Pointers & Crutches	-	Cables (State if now ranged)	No
Keelsons	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	" length (on board)	stated
Stringers	-			" " at other places	-	" Rule length	complete
Inner Bottom Plating	-			Stringers, Clamps & Shelves	-	Chain Locker	-
Have the Tanks been examined internally?	-			Salting	-	Hawsers & Warps	sufficient
Have the Tanks been tested?	In way of damage			(State if examined.)	-	Standing and Running Rigging	efficient
						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 so far as now seen is in good and efficient condition and eligible in my opinion to remain as classed 100 A1 with fresh record of survey 1,42.

Survey Fee (per Section 29)	£	:	-	:	-	Fees applied for,
Special Damage Fee (if any) (per Sec. 29)	£	:	40.00	:	-	Feb. 9, 19 42
Travelling Expenses (if chargeable)	£	:	4.50	:	-	Received by me,
Second Surveyor's Fee (if any) Late Fee	£	:	10.00	:	-	19

A. Maybank
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR 4 1942
Character Assigned 100 A1 cargo battens not fitted fitted for oil fuel 9,36 F.P. above 150° F



Is Certificate required? If so, to be sent to H 1000-16114