

No. 1897

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Apr. 12th 1920 When handed in at Local Office Apr. 12th 1920 Port of New Orleans
 No. in Survey held at New Orleans Date, First Survey Apr. 8th Last Survey Apr. 9th 1920
 Reg. Book. (No. of Visits 2)
25 ft. on the Wood, Iron or Steel J. S. SACCARAPPA Master Lapley
 YEAR MONTH

25110. on the Wood, Iron or Steel J.S. SACCARAPPA Master Saney
 YEAR. MONTH.
 TONNAGE: Built at Hog Island, Pa. By whom Amer. Internat'l S. S. Corp. When 1918-12
 GROSS 5735 Owners U. S. Shipping Board. Port belonging to Philadelphia.
 UNDER DE. 4664 (Em. F. Corpn)
 NET 3445 Owners' Address
 (if not already recorded in Appendix to Register Book). l 8. Bremen

Surveyed Afloat or in Dry Dock?

Name of Dock *in River.*

Destined Voyage Bremen.

~~DISCLASSE~~
SECTION.

WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet;
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 29 Port Mo

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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.

Society's Freeboard (if assigned) as } BS-3-20 ft. 20 in.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs, etc.

A new headplate complete for the windlass now fitted, two new cable
lifters (gyphsies) now fitted.

a new Kedge anchor and 60 fathoms of chain cable together with
a new starboard anchor shackle now placed on board, but
the Certificate for all this equipment are not to hand.
The Kedge anchor and chain cable supplied in order to complete the
equip. see Circular 1319.

B. S. states held at Mobile

[illegible]

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 now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of *ss No. 1-15 and ptND15, &c.*"

The vessel is now in good and efficient condition, in my opinion capable to remain as classed, subject to the certificates for new equipment being produced and verified.

Survey Fee (per Section 28)	£	:	:	Fees applied for,
Special Damages or Repair Fee (if any)	# 20.00	:	:	19 20
(per Sec. 29)				
Travelling Expenses (if chargeable)	# 2.00	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Survivor to Lloyd's Register of Shipping

Committee's Minute

New York APR 27 1920

Character Assigned

As now
subject

Lloyd's Register
Foundation

W1574-0140

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ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.