

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report May 30<sup>th</sup> 1942 When landed in at Local Office New York Part of New York  
 No. in Reg. Book 28670 Survey held at New York Date First Survey March 19<sup>th</sup> 1942 Last Survey April 23<sup>rd</sup> 1942  
 (No. of Visits 20)

28670 on the Wood, Iron or Steel "MIRLO"

TONNAGE:—

GROSS 7455

UNDER DK. 6887

NET 4415

Built at Newcastle

By whom Armstrong Whitworth & Co When 1922 - 1

Owners W. H. Wilhelmsen

Owners' Address as recorded

(if not already recorded in Appendix to Register Book)

Port belonging to Landsberg

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co. Dock Destined Voyage Brooklyn

Cell/Dor/DPa uE&B feet; uE&B feet; f uE&B feet  
 total capacity uE&B tons. FPT uE&B tons; APT uE&B tons; MT uE&B 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. 41338 Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and serially 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.

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100R1 6.41	+LMC ms 6.41
SS Gd. No 3-3.34	BS 3.41
SS Fd. No 1.27	CL 5.40
SS NYK No 2 4.1	
Carrying Petroleum in Bulk	
Fitted for O.F. 122 F.P. above 150°F	
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.	

Not requested.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused (1) when the vessel encountered heavy weather on a voyage from Sydney, Nova Scotia to Murmansk Nov 16<sup>th</sup> to Dec 20<sup>th</sup> 1941 and on a voyage from Murmansk to New York Dec 29<sup>th</sup> 1941 to March 6<sup>th</sup> 1942, (2) when the vessel ran aground at Sokanka, Russia on Dec 31<sup>st</sup> 1941 and (3) when the vessel was struck by the barge Hygrade No 16 on March 27<sup>th</sup> 1942 while lying at the Bethlehem Steel Company's Pier at 27<sup>th</sup> street, Brooklyn. For further particulars please see vessel's log books.

How done:— Vessel placed in Dry Dock. The bottom, keel and rudder cleaned, examined, placed in good order and re-coated. Anchors & chains ranged and examined. 16 Patent detachable links supplied. (cont. Rpt 9a)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	8.			7.				
Removed and Faired or Repaired	3.			6.				
Faired or Repaired in place	9.							

## PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>✓</u>
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Rudder <u>Good</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>from deck</u> (State if wedges removed.)
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>6+</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Anchors, No. of <u>3 B. 1 S.</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>✓</u>
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	" length <u>300 ft</u> mean diam. <u>2 1/2"</u> (on board)
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>	Breasthooks & Stemson <u>✓</u>	" Rule length <u>300 ft</u> size <u>2 3/8"</u>
Floors <u>"</u>	Air and Sounding Pipes <u>"</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>Good</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>Sufficient</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating <u>Good</u>		Stringers, Clamps & Shelves <u>✓</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>Yes</u>		Saling <u>✓</u> (State if examined.)	
Have the Tanks been tested? <u>Yes</u>			

## 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 good and efficient condition and eligible in my opinion to remain as now classed with fresh record of survey 4-42.

Survey Fee (per Section 29)	£	:	:	Fees applied for, <u>June 29, 42</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	#	300	Received by me, <u>John Briggs</u>
Travelling Expenses (if chargeable)	£	:	:	19
Second Surveyor's Fee (if any) <u>late &amp; Sunday fees.</u>	£	#	20	

Committee's Minute NEW YORK JUN 17 1942

Character Assigned 100A1  
Carrying Petroleum in Bulk  
Fitted for oil fuel 1,22 F.P. above 150°F.  
B.S. 4, 42.

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W196-0310 1/2



**S.S. "MIRLO"**

1<sup>st</sup> Damage Repair:— All main cargo tanks, summer tanks, bunker tanks, fore & after peak tanks, cofferdams and daily service tanks tested by water pressure and all leaky seams and rivets dealt with as found necessary. On completion of repairs the tanks were again tested and proved in good order. The Port & starboard gypsy wheels of the windlass were found damaged and were renewed.

2<sup>nd</sup> Damage Repair:— Keel  
Keel Plates W<sup>o</sup> 11, 12 & 13 slightly set-up. Removed and faired (3)  
Keel Plates W<sup>o</sup> 14 & 15 set-up. Renewed (2)

Port side.  
"A" strake Plates W<sup>o</sup> 10, 11 & 12 slightly set-up. Faired in place (3)  
"A" strake Plate W<sup>o</sup> 13 set-up. Renewed (1)

Starboard side.  
"A" strake Plate W<sup>o</sup> 13 slightly set-up. Faired in place (1)  
"B" strake Plates W<sup>o</sup> 9, 10, 11, 12 & 13 set-up. Renewed (5)  
"B" strake Plate W<sup>o</sup> 14 slightly set-up. Faired in place (1)  
"C" strake Plates W<sup>o</sup> 8, 9, 10 & 11 slightly set-up. Faired in place (4)  
"B" strake. 6 Butts straps renewed.

Internals. Keelson set-up in way of Engine Room & W. O. B. tank. broggled for approx. 30 ft., renewed and strapped. 4 Floors & 2 Intercoastals removed & faired. 1 Floor & 1 Intercoastal renewed. Centre line bulkhead of W<sup>o</sup> 10 cargo tank set-up, broggled, renewed & strapped. 6 deck floors in cargo tanks set-up & were renewed. All damaged boundary angles, brackets, floor & intercoastal angles in way of above renewed where necessary. Tanks tested on completion of repairs and found good.

3<sup>rd</sup> Damage Repair. Rudder.  
Rudder lifted, checked for alignment & found good. Gudgeons re-bushed. W<sup>o</sup> 5 gudgeon found cracked. Crack was weed out & electrically welded and steel retaining strap fitted. Rudder stopper on stern frame slightly cracked. Weed out & electrically welded. 3 rudder pintles found bent & were renewed. Rudder swung on completion of repairs and found good.

*J. Briggs.*

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.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Steam															
	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- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.			Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
1482			<del>319050</del>	<del>446000</del>					2 Detachable links	National Malleable & steel casting	Sharon, Pa. L.R. 12-40 G.D.
Iron Steam Chain or Steel Wire—											
Certificate W <sup>o</sup> W <sup>o</sup> of links Tensile Breaking Test marks											
3029-30-31 3 303,320 lbs. 424,630 lbs. L.R. 12-40 G.D.											
1327-28-29 } 6 303,320 lbs. 424,630 lbs. L.R. 12-4-41 A.T.G.											
1330-31-32 }											
1333-1336-1339 } 5 287,930 lbs. 403,100 lbs. L.R. 12-4-41 A.T.G.											
1342-1344 }											