

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 5th Feb. 1944 When handed in at Local Office 7th Feb. 1944 Port of New York

No. in Reg. Book. Survey held at New York Date, First Survey 23rd Dec. Last Survey 30th December 1943 (No. of Visits 4)

33576 on the ~~W. J. Thompson~~ Steel M.V. "SOUTH AMERICA"

TONNAGE:—

GROSS 6246

UNDER DK. 5474

NET 3646

Built at Nakskov

By whom A/S Nakskov Skibs

When 1931

YEAR. MONTH. 4

Owners The Texas Co. (Norwegian A/S)

Owners' Address —

(if not already recorded in Appendix to Register Book).

Managers H.C. Mathiesen

Port belonging to Oslo

Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Bethlehem Steel Co. Destined Voyage —

27th St., Brooklyn, N.Y.

Cell DBor DBa feet; uE&B feet; f feet  
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. 44423 Port N.Y.K.

(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. Not required.

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition survey and damage stated to have been caused by heavy weather on voyage from U.K. to U.S.A. during the month of December, 1943.

NOW DONE: Vessel placed in dry dock. Hull, bottom, stern frame & rudder cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches & supports, vents & coamings, & general equipment examined and found or now placed in good condition.

Damage Repairs: Confined to lifeboat and minor/super-structure repairs.

Wear & Tear Rprs: Rudder lifted and bearer washer renewed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fairied or Repaired								
Fairied or Repaired in place								

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

## General Observations, Opinion as to Class, Recommendation, &amp;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 safe condition and eligible in our opinion to be continued as classed and to have fresh record of survey 12,43, subject to center girders and connecting brackets in Nos. 6,7 & 9 cargo tanks being dealt with at first opportunity.

Survey Fee (per Section 29)	\$ 25.00	Fees applied for, Feb 21 1944 Received by me, 19
Special Damage or Repair Fee (if any) (per Sec. 29)	\$ 30.00	
Travelling Expenses (if chargeable)	\$ 1.00	
Second Surveyor's Fee (if any)	\$	

Committee's Minute

Character Assigned 12,43 N.Y.K. subject.

NEW YORK FEB 16 1944

Surveyor to Lloyd's Register of Shipping.

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W261-0002