

REC'D NEW YORK

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# REPORT of SURVEY for REPAIRS, &c.

of writing Report 5th June 1940 When handed in at Local Office 5th June 1940 Port of MOBILE, ALABAMA

Survey held at NEW ORLEANS, LA. Date, First Survey 1st June Last Survey 3rd June 1940

on the ~~Wood~~ ~~Iron~~ Steel S.S. "EGLANTINE"

TONNAGE:— Built at Seattle, Wash. By whom Skinner & Eddy Corp. When 1919

6325 Owners LYLE SHIPPING COMPANY LTD. Owners' Address -

DK. - Managers - Port belonging to

4656 & Chalmette Slip, Name of Dock Todd Johnson D.D. Destined Voyage -

Cell D Bor DBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

capacity tons. FPT tons; APT tons; MT feet tons. Machinery and Boiler Surveys (including date of N.B., in any).

Report, No. Port

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs.

In cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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?

INSPECTION OR EXAMINATION AS PER RULE, FOR CONDITION & CLASSIFICATION.

Vessel placed on dry dock, bottom and rudder cleaned, examined, recoated; now in good order.

Anchor cables ranged 270 fathoms of 2 1/4" stud link cable in good order. Anchors and general equipment examined and found in good and efficient condition.

Peak above tank top, chain locker, poop and forecastle spaces, all holds and tween decks, bilge wells and strums, crew and machinery spaces, under engines and boilers and after peak transom above tank top cleared, cleaned, examined and found or placed in good order.

No. 1 and 5 tank tops have wood ceiling fitted and was found in generally satisfactory condition, the tanks tops in Nos. 2, 3 and 4 holds are covered by reinforced concrete.

Examined the decks, casings, masts, rigging, hatchways and their covers, tarpaulins and battening in gear, ventilators and their coamings, air and sounding pipes, and watertight door and found all placed in good order.

STATE 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								

BEST CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Condition of Decks	good	no	no	good	good	When put on, Month	Yes
Condition of Bulkheads	pt. exd. good	pt. exd. good	good	good	good	Boats	good
Condition of Ceilings	good	good	good	not exd.	good	Masts, Yards, &c.	"
Condition of Cement or Asphalt	not exd.	good	good	good	good	Condition, how ascertained	examination
Condition of Rudder	good	good	good	good	good	(State if wedges removed)	-
Condition of Steering gear and its connections	good	good	good	good	good	Sails	-
Condition of Windlass	good	good	good	good	good	Equipment letter	-
Condition of Have pumps now been examined and found efficient?	no	no	no	no	no	Anchors, No. of	3B 1S 1K
Condition of Have Sluice Valves now been examined and found efficient?	yes	yes	yes	yes	yes	Chain Locker	good
Condition of Have Watertight Doors now been examined and found efficient?	yes	yes	yes	yes	yes	Cables (State if now ranged)	yes
Condition of Have Ventilators and their Coamings been examined and found efficient?	yes	yes	yes	yes	yes	length 270 mean diam. 2-1/4"	
Condition of Air and Sounding Pipes	good	good	good	good	good	Rule length 270 size 2 1/4"	
Condition of Dblng. Plates under Sounding Pipes	-	-	-	-	-	Hawser & Warps	good
Condition of Engine Room Skylights	good	good	good	good	good	Standing end-Running Rigging	"
Condition of Coal Bunkers, Open'gs, Lids, &c.	"	"	"	"	"		
Condition of Oil Bunkers	not exd.	not exd.	not exd.	not exd.	not exd.		
Condition of Scuppers	good	good	good	good	good		
Condition of Cargo Hatchways	"	"	"	"	"		
Condition of Hatches	"	"	"	"	"		
Condition of Planking of Wood Vessels	"	"	"	"	"		
Condition of Caulking	ditto	ditto	ditto	ditto	ditto		
Condition of Treennails	ditto	ditto	ditto	ditto	ditto		
Condition of Breasthooks & Stimson	ditto	ditto	ditto	ditto	ditto		
Condition of Transoms Pointers & Crutches	ditto	ditto	ditto	ditto	ditto		
Condition of Timbers of Frame at openings	ditto	ditto	ditto	ditto	ditto		
Condition of Ditto Ditto at other places	ditto	ditto	ditto	ditto	ditto		
Condition of Stringers, Clamps & Shells	ditto	ditto	ditto	ditto	ditto		
Condition of Salting (State if examined.)	ditto	ditto	ditto	ditto	ditto		

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel, so far as 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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

Vessel, is now in good condition, eligible in my opinion to be classed with this Society when the requirements of a Special Survey No.3 have been satisfactorily completed.

Survey Fee (per Section 20)	\$100.00	Fees applied for,	June 4, 1940
Rate & Sunday Fees	20.00	Received by me,	
Special Damage or Repair Fee (if any)			
Travel Expenses (if chargeable)	86.70		
New York Expenses	10.00		
Second Surveyor's Fee (if any)			

Committee's Minute  
Character Assigned 100 All Classification contemplated Examined 6-40  
Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
W30-0075

S.S. "EGLANTINE"

Steering gear and connections and windlass generally examined and found in order.

TO COMPLETE THE SURVEY

Fore and after peak tanks, all double bottom tanks, deep tanks, settling tanks to be cleared, cleaned and examined.

The fore and after peak tanks, all double bottom tanks, deep and settling tanks to be tested to Rule requirements.

Bunkers to be examined. *Steering gear & windlass to be opened up*  
Wood ceiling and reinforced concrete on tank tops to be part removed as required to ascertain conditions.

Shell plating to be drilled.

*Plating under side lights to be examined*  
In my opinion the vessel's hull and equipment are in satisfactory condition.

The log books were scrutinized for the voyage and nothing of moment noted.

REPAIRS

Cement removed from tank top in way of three transverse tank top connections, starboard side No.4 hold, caulked and made tight as required, double bottom in way tested, found tight and cement replaced. After bulkhead of deep tank all leaks caulked and made tight, removing and replacing ceiling as required. Hand grabs on shaft tunnel in hold repaired and renewed as required. Eight treads on port ladder to poop renewed. No.5 forward port ventilator cowl trunk renewed and holes in outer segment of No.4 forward port ventilator cowl repaired as required. Ladder brackets to stanchion after end No.2 hold rewelded. No.2 lifeboat repaired as required by fitting patch to plating. Streamline rudder plating rewelded as required. Welding on contra vanes renewed as required. A few leaky shell rivets in way of after peak tank caulked, welded and properly made up. A few leaky shell rivets in way of starboard deep tank caulked, welded and properly made up. Port and starboard bilge keels faired and repaired as required. A few wasted shell rivets in way of No.1 double bottom tank, port side, caulked, welded and properly made up. All missing and damaged cargo battens and pipe guard casings renewed. All missing wood plugs for tank vents replaced. Wood hatches examined in position and all defective hatches replaced with new.

*H. Wood.*

*size of cc as reported as same as original size*

*Particulars of origin, sizes, weights & history of anchors & chain cables etc to be obtained (Certificates may be on board)*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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