

ONNAGE:- 6325

DK. -

4656

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

Owners LYLE SHIPPING COMPANY LTD. Owners' Address -

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

Managers - Port belonging to

Chalmette Slip,

ayed Afloat & in Dry Dock? Name of Dock Todd Johnson D.D. Destined Voyage -

Cell DBor DBa feet; uE&B feet; f feet

capacity tons. FPT tons; APT tons; MT feet tons.

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.

Year Assigned May expired.

Machinery and Boiler Survey (including date of N.B., in any).

Report, No. Port

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to

lete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and

of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated)

ld be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be

marised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars

ld be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters

eting this case.

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

ared his services for this purpose and to whom and why they were declined -

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

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

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

in cables ranged 270 fathoms of 2 1/4" stud link cable in good order. Anchors and general equip-
t 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.

1 and 5 tank tanks top have wood ceiling fitted and was found in generally satisfactory
dition, the tanks tops in Nos. 2, 3 and 4 holds are covered by reinforced concrete.

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

P.T.O.

ARY OF DAMAGE REPAIRS :-		Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	...								
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								

ENT CONDITION OF THE		State if Tanks have been examined inside	Air and Sounding Pipes	Coffers, or Y.M. of Wood Vessels (State if on Deck)
ing of Decks	good	no	good	When put on, Month
ings	"	pt. exd. good	good	Boats
s & Fastenings	"	good	"	Masts, Yards, &c.
de Plating	"	-	not exd.	Condition, how ascertained examination
in way of sidelights	not exd.	good	good	(State if wedges removed)
thocks	"	"	"	Sails
oms	good	Steering gear and its connections	Hatches	Equipment letter
es	pt. exd. good	Windlass	Planking of Wood Vessels	Anchors, No. of
rne Frames	"	Have pumps now been examined and found efficient?	Caulking ditto	Chain Locker
itudinals	"	no	Treenails ditto	Cables (State if now ranged)
verses	"	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stimson ditto	length 270 mean diam. 2-1/4"
rs	"	Have Watertight Doors now been examined and found efficient?	Transoms Pointers & Crutches ditto	Rule length 270 size 2 1/2
ons	"	yes	Timbers of Frame at openings ditto	Hawser & Warps
ngers	"	Have Ventilators and their Coamings been examined and found efficient?	Ditto Ditto at other places ditto	Standing end-Running Rigging
r Bottom Plating	"	yes	Stringers, Clamps & Shells ditto	
			Salting (State if examined.) ditto	

eneral 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.

een, 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.

vey Fee (per Section 20) \$100.00

ate & Sunday Fees 20.00

cial Damage or Repair Fee (if any) £

(per Sec. 20)

avelling Expenses (if chargeable) £ 86.70

New York Expenses 10.00

Second Surveyor's Fee (if any) £

Fees applied for, June 4, 1940

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100 All Classification contemplated

Examined 6.40

NEW YORK JUL 24 1940

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Lloyd's Register Foundation

W30-0075

Port of MOBILE, ALABAMA

Continuation of Report No. 1703

dated 5th June 1940

on the

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 & testing of
anchors & chain cables etc to be obtained
(Certificates may be on board)



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