

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 10<sup>th</sup> 40 When handed in at Local Office July 15<sup>th</sup> 40 Port of New York

No. in Survey held at New Jersey & Brooklyn N.Y. Date, First Survey January 29<sup>th</sup> Last Survey June 27<sup>th</sup> 1940

g. Book. on the Wood, Iron or Steel S/S. VALIENTE ex. OBRIEN BROTHERS

TONNAGE:-  
GROSS 5967  
UNDER DK. 5105  
NET 3741

Built at Portsmouth New Hampshire By whom Atlantic Corporation When 1920

Owners Compania Diana De Vapores S.A. Owners' Address Balera Segundo Panama  
(if not already recorded in Appendix to Register Book).

Managers Port belonging to Panama

Surveyed Afloat or in Dry Dock? yes Name of Dock Bethlehem Steel Corp. N.Y. & Erie Basin Breakwaters, Brooklyn N.Y. Designed Voyage ✓

WB=Cell DBorDBa feet; uE&B feet; f Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

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

Last Report, No. Port

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.

Years Assigned  
Assumed  
expired.

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

100A1 Class  
Contemplated

Periodical surveys, when held, must be reported in detail and serialim 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

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 9 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Dry docking, 2<sup>nd</sup> SS. N°3 & reconversion from a dredge to a freighter (Vessel not built under survey) see 1<sup>st</sup> Entry report.

Now done Vessel placed on dry dock, bottom & rudder cleaned, examined & recoated.

Shell plating drilled, see drilling sheet attached.

Anchors & chain cables of proper size, weight & test fitted on board, for further particulars please see 1<sup>st</sup> Entry.

Chain locker, fore & aft peaks, crew & machinery spaces, under engines & boilers cleaned, examined and found or placed in good order.

Fore & aft peak tanks, all double bottom tanks, cofferdams, fuel oil settling tanks, & deep tank examined internally & found or placed in good order, except 1 floor in way of N°2 double bottom tank see end of report.

Fore & aft peak tanks, all double bottom tanks, cofferdams & fuel oil settling tanks tested to rule requirements & proven tight.

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or T.M. of Wood Vessels
Decks	yes	good	(State if on Felt.)
Chalking of Decks	"	"	When put on, Month
Chamings	good	"	Boats
Beams & Fastenings	"	"	Masts, Yards, &c.
Outside Plating	cement	good	Condition, how ascertained
" " in way of sidelights	good	"	(state if wedges removed)
Breasthooks	"	"	Sails
Transoms	"	"	Equipment letter
Frames	"	"	Anchors, No. of
Reverse Frames	"	"	Chain Locker
Longitudinals	"	"	Cables (state if now ranged)
Transverses	"	"	" length 270 fms mean diamr 2 1/2"
Floors	good	"	" (on board) 270 fms size 2 1/2"
Keelsons	"	"	Rule length
Stringers	"	"	Hawser & Warps
Inner Bottom Plating	"	"	Standing and Running Rigging
	Have pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	
	Have Watertight Doors now been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	
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		Have Ventilators and their Coamings been examined and found efficient?	

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is eligible in our opinion to be classed 100 A1, with record of survey 6, 40 and the notation of S.S. N.Y.K. N°3, 6, 40, subject to the deep tank not being used for liquid cargo until tested & proven tight & to valve on port side in way of N°4 hold being removed & shell plating permanently blanked at the next dry docking, and to 1 floor & indented shell plating in way of N°2 double bottom tank port side being dealt with at the Owner's convenience.

Survey Fee (per Section 20) £690

Special Damage or Repair Fee (if any) (per Sec. 20) £1,000

Travelling Expenses (if chargeable) £60

Second Surveyor's Fee (if any)

Fees applied for

Received by me, 31-7-1940

J.A. Young & M. Belton

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned See First Entry report attached

NEW YORK JUL 24 1940

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W 42-0042(112)



All holds & bilges cleaned, examined found good, plating & tank top coated, wood ceiling & cargo battens fitted.

Decks, tween decks, hatchways, hatches, ventilators, coamings, casings, cleats, battens, tarpaulins, air & sounding pipes, scuppers, lifeboats, masts & rigging equipment, watertight door, windlass & steering gear examined and found or found in good order.

### Repairs

All dredging machinery & construction removed.

Bulkheads & decks where cut for dredging apparatus, now efficiently doubled (see approved plan.)

New water tight door fitted at tunnel entrance in engine room. (see approved plan.)

New centre line bulkhead fitted in deep tank (see approved plan.)

After end coaming of no. 1 hatch renewed. Approximately 3,000 deck rivets renewed.

Broken lance pipe port side renewed.

All wood hatch covers renewed.

Fore & mainmast rigging & guys renewed

Other minor repairs effected.

The vessel being urgently required time did not permit of the deep tank being tested and it is recommended that the deep tank is not to be used for liquid cargo until tested & proven tight.

One sea valve port side of no. 4 hold for dredging apparatus, now blanked off from the inboard side and it is recommended that this valve be removed and shell plating permanently blanked next dry docking.

One floor found buckled & shell plating in way slightly indented, in port side of no. 2 double bottom tank, rivets, seams & caulking in way found tight and in my opinion is efficient meantime subject to being dealt with at the Owner's convenience.

J. B. J.

Pumps to be tested?