

2 OCT 1933

9515

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29th Sept. 1933. When handed in at Local Office 30th Sept. 1933. Port of GothenburgNo. in Survey held at Gothenburg Date, First Survey 15th September Last Survey 24th September 1933
Reg. Book. (No. of Visits 6)

2153 Suffk on the Wood, Iron or Steelabin screw Motorship "WASHINGTON EXPRESS".

TONNAGE:—
GROSS 3643
UNDER DEK. 2956
NET 2165
Building at Gothenburg By whom A.B. Lysterken
Owners Skibs A/S. Seattle Owners' Address Oslo.
Managers Bion Bionstad & Co. Port belonging to Oslo.
YEAR 1933 MONTH 9

Surveyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage —

Cell DBord Ba 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)N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

st Report, No. Port

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs 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 placement 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.

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

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

Repairs, OR EXAMINATION AS PER RULE, FOR damage stated to be caused by fire and water in No. 1. old and tween decks whilst the vessel was lying at the fitting-out quay at the builder's yard on 15th September 1933.

The following damage repairs have now been carried out:—

Steelwork:— 3rd deck beams on frames 124 to 128 inclusive have been renewed 230 x 90 x 11 8A.
3rd deck hatch end beam on frame 123 has been faired in place.
3rd deck stringer plate between the hatch and the peak bulkhead has been faired in place p.p.s.
The hole cut in the after watertight bulkhead for fighting the fire has been closed by riveted plate.

Insulation:— No. 1. Hold. Woodwork and cork on tank top above the lower course of wood lining, on the ship's sides and on the bulkheads at the forward and after ends have been renewed.

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed					5			
Removed and Faired or Repaired					1	2		
Faired or Repaired in place								

SENT CONDITION OF THE	State if Tanks have been examined inside	Dbing. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
king of Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
ings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
ns & Fastenings	Ceiling	Scuppers	Boats
ide Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
sthooks	Rudder	Hatches	Condition, how ascertained
isms	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
nes	Windlass	Caulking ditto	Sails
erse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
itudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stomson ditto	Anchors, No. of
nsverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
rs	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	„ length size
lsons		Ditto Ditto at other places ditto	„ Rule length size
ngers		Stringers, Clamps & Shells ditto	Hawser & Warps
er Bottom Plating		Salting ditto	Standing and Running Rigging

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 and pEND24, &c."

This vessel is eligible in our opinion to be classed *100 A.1. as recommended on the First Entry Report forwarded herewith.

Survey Fee (per Section 29) £ 300.—
Special Damage or Repair Fee (if any) £
Velling Expenses (if chargeable) £
Bond Surveyor's Fee (if any) £
Fees applied for, 30th Sept. 1933
Received by me, 16.10.1933
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 10 OCT 1933

Character Assigned See F.B. Rep

Lloyd's Register Foundation

002947-002955-0086

General:- All steelwork and woodwork was repainted with "Gitalin". Damaged electrical cables were renewed and all other cables in way of renewed insulation were removed and refitted.

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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight. .															
	Stream															
	Kedge															

*If Patent state name of Patentee.

Stocken, state Mechanical Tests

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.