

List

t. 8.

(Received at London Office 2 OCT 1933)

No. 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 Gothenburg

No. in Survey held at Gothenburg Date, First Survey 15th September Last Survey 24th September 1933

2153 Suffk on the Wood, Iron or Steel Hbin screw Motorship "WASHINGTON EXPRESS"

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

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

Cell DBor DBa feet; uE&B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.

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 of 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.

Previous Report, No. Port

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 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 hold 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 BA, 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.f.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 ships 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 Fairied or Repaired					1	2		
Faired or Repaired in place								

SENT CONDITION OF THE	State if Tanks have been examined inside	Dbng. 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). When put on, Month Year
Platings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Rivets & Fastenings	Ceiling	Scuppers	Masts, Yards, &c.
Side Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Stitchings	Rudder	Hatches	Sails
Stowage	Steering gear and its connections	Planking of Wood Vessels	Equipment letter
Structures	Windlass	Caulking ditto	Anchors, No. of
Upper Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Verticals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stomson ditto	length size (on board)
Transverse	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Rule length size
Upper	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps
Lower	Have Ventilators and their Coamings been examined and found efficient?	Ditto Ditto at other places ditto	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves ditto	
		Salting (State if examined.) ditto	

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 pIND24, &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 20) £ 300.-
Special Damage or Repair Fee (if any) £
Selling 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

TUE. 10 OCT 1933

Committee's Minute Character Assigned See F.B. Rep



Is Certificate required? If so, to be sent to

002947-002955-0086

