

REPORT OF SURVEY FOR REPAIRS, &c.

19. When banded in at Local Office 19. Port of Galveston, Texas
Survey held at Galveston, Texas Date, First Survey 17th Feb. Last Survey 1st March, 1947
Reg. Book No. 75691 on the ~~Wood~~ Iron or Steel Single Screw Steamer "JAMES D. PHELAN" (No. of Visits 8)

TONNAGE:— Built at Richmond, Cal. By whom Permanente Metals Corp. When 1945
GROSS 7176 Owners Scindia Steam Navigation Co. Owners' Address (Shipyard No. 2)
UNDER DK. — Managers — (if not already recorded in Appendix to Register Book).
NET 4380 Port belonging to San Francisco now Bombay

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Galveston DryDocks, Inc. Destined Voyage
Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT. tons; APT tons; MT feet tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriatim 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 9 ft 8 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR First Entry for Contemplated Notation 100A1

This vessel, a Liberty E.C. 2 Type, originally owned by the United States of America, represented by the War Shipping Administration of Washington, D.C., was classed by American Bureau of Shipping Now Done for Special Survey

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated.
Holds, decks, tween decks, machinery spaces, structure under engines and boilers, chain locker, anchors and cables, fore peak space, fore peak tank internally, aft peak spaces, aft peak tank internally, deep tanks internally, all double bottom tanks internally, casings, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts and rigging windlass, steering gear, W. T. doors, general equipment and boats examined and found or placed in good condition. A hinged W. T. door giving access to the shaft tunnel is fitted in the after bulk

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:— (P.T.O.)
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE									
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.		When fitted, Month	Year
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt.)			
Coamings	"	Cement or Asphalt	"	Oil Bunkers	—				
Beams & Fastenings	"	Rudder	"	Scuppers	Good	Boats	Good		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"		
" " in way of sidelights	—	Windlass	"	Hatches	"	Condition, how ascertained	From deck		
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	—	(State if wedges removed.)	no wedges		
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	at		
Longitudinals	—	Have Watertight Doors been examined and found efficient?	Yes - See Rpt.	Treenails	—	Anchors, No. of	3 B. 1 S.		
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Cables (State if now ranged)	Yes		
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Catches	—	" length 300 fms. mean diamr. 2 1/8"	2 1/8"		
Keelsons	—	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	—	" (on board) 270 fms. size 2 5/16"	2 5/16"		
Stringers	Good			" " at other places	—	Chain Locker	Good		
Inner Bottom Plating	"			Stringers, Clamps & Shelves	—	Hawsers & Warps	Good & efficient		
Have the Tanks been examined internally?	See Rpt.			Salting	—	Standing and Running Rigging	Good		
Have the Tanks been tested?	Yes			(State if examined.)		Sails	—		

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good condition and eligible in my opinion to be classed 100A1 with date of dry docking 3.47 and notation of Special Survey Gal. 3.47. The contemplated class of the vessel to be made subject to shaft tunnel W. T. door to operate from bulkhead deck, and door opening in deck house recesses being reinforced.

Survey Fee (per Section 29)	Freeboard	\$1425.00	Fees applied for,	27/3/ 1947
Special Damage or Repair Fee (if any)	Dam. & Reps.	100.00	Received by me,	
(per Sec. 29) Boats & Equipment		70.00		
Docking Expenses (if chargeable)	Derricks	50.00		
Telegrams		121.00		
Surveyor's Fee (if any)		4.00		

Committee's Minute NEW YORK APR 16 1947

Assigned 100A1 3.47 GAL. subject.

S.S. GAL. 3.47. LMC-3.47. T.S. 2.47.

VTB-250 lbs

003434-003443-015712

"JAMES D. PHELAN" - CHAIN CABLES

No of Cert.	Length	Size	Statutory	Breaking	Description	Maker	Tested
P.C. 2821 ✓	15	2 1/8	258240 ✓	361530 ✓	Mang.)	Pacific	Portland, Ore. 18.8.44
P.C. 2817 ✓	15	2 1/8	258240 ✓	361530 ✓	Steel)	Chain	Portland, Ore. 18.8.44
P.C. 2831 ✓	15	2 1/8	258240 ✓	361530 ✓	Stud)	&	Portland, Ore. 18.8.44
P.C. 2834 ✓	15	2 1/8	258240 ✓	361530 ✓	Link)	Mfg.	Portland, Ore. 18.8.44
P.C. 2848 ✓	15	2 1/8	258240 ✓	361530 ✓)	Co.	Portland, Ore. 18.8.44
P.C. 4630 ✓	15	2 1/8	258240 ✓	361530 ✓)		Portland, Ore. 18.8.44
478	60	2 1/16	243930 ✓	341510 ✓)		Portland, Ore. 7.8.43
P.O. 542-A ✓	135	2 1/16	243930 ✓	341510 ✓)		Portland, Ore. 19.9.43
Not on board))		
AB-68)	15	2 1/8	-	-)		
Total on Board 300 fathoms							

0157 2 1/2

Protection at Pilot House Doors

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head of the machinery space and the necessary modifications to bring this into conformity with the Society's Regulations form a subject of the contemplated class of the vessel.

Fore peak tank, aft peak tank, all double bottom tanks, deep tanks and oil fuel settling tanks tested to Rule requirements.

Freeboards verified. Alternative means of steering rigged and examined under working conditions.

Cables ranged 105 fathoms 2 1/8" manganese steel stud link and
195 fathoms 2 1/16" manganese steel stud link
300 Total

2 hawsers each 90 fathoms 8" cir. manila.

2 warps each 90 fathoms 7" cir. manila.

120 fathoms of towline = 4 3/4" cir.

90 fathoms of stream cable = 5" cir.

1 stream anchor stockless = 3308 lbs.

3 stockless bower anchors = total weight 25370 lbs.

Steam steering gear 8" x 8" compound. Maker Webster Brinkley.

Steam anchor windlass 10" x 12" compound. Maker Emerson Walker Id.

Hold ceiling in way of hatches 2 - 2 5/8" planks = 5 1/4" thick

All water tight doors on freeboard deck tested found or made tight.

The following defense and life saving equipment was removed:

- Two (2) MM Gun Tubs, Upper Deck Forward
- Forward Gun Platform

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.	lbs.			
SF-117	1st Bower	8570	1	1/2	Less				127620	✓	68				Baldt Stockless	Columbia Steel Co.	San Francisco 28.9.43 A.B. Surveyor
P 13715	2nd "	8400	1	1/2	"				125690	✓					"	Baldt Anchor & Chain Co.	Philadelphia 12.6.43 A.B. Surveyor
P 13716	3rd "	8400	1	1/2	"				125690	✓					"	Pittsburgh Steel Fdy.	Pittsburgh 23.9.43 A.B. Surveyor
	Collective Weight	25370	1	1/2					83220	✓	19				Powell Stockless		
PH 2277	Stream	3308	1	1/2	"												
	Kedge																

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
See at- tached list	300	2 1/16					270	2 7/16	Mang. Steel Stud Link	Pac. Chain & Mfg. Co.	Portland, Ore.
Iron Stream Chain or Steel Wire	90	5	No certificate avail-				90	5			

Two (2) MM Gun Tubs on Flying Bridge, port and starboard

Two (2) MM Gun Tubs on Aft End of Bridge Deck House, port and starboard

Two (2) 20 MM Gun Tubs on Poop Deck House, port and starboard sides

Concrete Protection at Pilot House Doors

Four (4) Life Raft Skids from Main Deck, port and starboard sides

Repairs Wear and Tear

Ventilator stumps deck reinforced in way of 2 on starboard side and 1 on port side.

Bulwark plating app. 20 feet in way of No. 1 hold, port side, removed, faired & rewelded.

Rudder carrier bearing overhauled, tested out and found satisfactory.

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.