

Rpt. 8.

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5 - MAY 1947

No. 4825

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th Mar. 1947 When handed in at Local Office 27th Mar. 1947 Port of Galveston, Texas

No. in Reg. Book. Survey held at Galveston, Texas Date, First Survey 19th Feb. Last Survey 16th March, 1947
(No. of Visits 11)

on the Wood Iron or Steel Single Screw Steamer "JOHN JACOB ASTOR"

TONNAGE:— Built at Portland, Oregon By whom Oregon Shipbuilding Corp. When 1943
GROSS 7176 Owners Scindia Steam Navigation Co. Owners' Address
UNDER DK. — (if not already recorded in Appendix to Register Book).
NET 4380 Managers — Port belonging to Portland, Ore. now Bombay

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Galveston Dry Docks, Inc. Destined Voyage

Well DB or 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 the 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 spaces, 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

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

PRESENT CONDITION OF THE

Condition of Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Platings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	Year
Rivets & Fastenings	"	Cement or Asphalt	"	Oil Bunkers	—	Boats	Good
Deck Plating	"	Rudder	"	Scuppers	Good	Masts, Yards, &c.	From "Aloft" as letter 8-8-47
" in way of sidelights	—	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained (State if wedges removed.)	no wedges
Frames	Good	Windlass	"	Hatches	"	Equipment letter	a+
Transverse Frames	—	Have pumps been examined and found efficient?	Yes	Planking	—	Anchors, No. of	3 B. 1 S.
Longitudinals	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	150 as letter 8-8-47. Yes
Stems	Good	Have Watertight Doors been examined and found efficient?	Yes - see Rpt.	Treenails	—	" length	120 fms. mean diam. 2 1/4 (on board)
Stems	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	—	" Rule length	270 fms. size 2 1/16
Bottom Plating	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	Chain Locker	Good
Have the Tanks been examined internally?	See Rpt.	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	—	Hawsers & Warps	Good & efficient
Have the Tanks been tested?	Yes			" " at other places	—	Standing and Running Rigging	Good
				Stringers, Clamps & Shelves	—	Sails	—
				Sanding (State if examined.)	—		

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 our 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 subject to shaft tunnel W. T. door to operate from bulkhead deck, door opening in deckhouse.

Access to be reinforced and permanent repair to D. B. tank top in No. 5 hold (s.s.) first opportunity, also 150 fathoms of cable to supply first opportunity.

Fee (per Section 29)	Freeboard	\$1425.00	Fees applied for,	27/3/ 19 47
Damage or Repair Fee (if any)	Boats & Equipment	70.00	Received by me,	19
per Sec. 29)	Derricks	40.00		
ing Expenses (if chargeable)	Telegrams	115.00		
Surveyor's Fee (if any)		5.00		

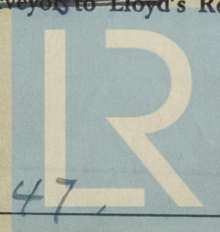
Committee's Minute

NEW YORK APR 16 1947

Character Assigned 100A1- 3,47 GAL. subject.

V. S. GAL. - 3,47 LMC-3,47 T.S. 2,47
Vitted for oil fuel W.H.A.F.P. above W.T.O.E.
N.Y.K.L. 58-47

So note when 9/7/47



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Lloyd's Register Foundation

003541-003548-0142 1/2

Is Certificate required? If so, to be sent to

good condition. A hinged W. T. door giving access to the shaft tunnel is fitted in the after bulkhead 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 and aft peak tank, all double bottom tanks and deep tanks tested to Rule requirements.

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

Double bottom tank top in No. 5 hold found fractured approximately 12" in length,

bolted doubler fitted, tank tested and found tight. (temporary repair)

Cables ranged 150 fathoms $2\frac{1}{16}$ " manganese steel stud link.

2 hawsers each 90 fathoms 8" cir. manila.

2 warps each 90 fathoms 7" cir. manila.

120 fathoms of towline = $4\frac{3}{4}$ " cir.

90 fathoms of stream cable = 5" cir.

1 stream anchor stockless = 3185 lbs.

3 stockless bower anchors = total weight 25084 lbs.

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

Steam anchor windlass 10" x 12" compound. Maker Hesseersted Iron Works, Portland, Ore.

Hold ceiling in way of hatches 2 - $2\frac{5}{8}$ " planks = $5\frac{1}{4}$ " 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

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.		
BC15270P	1st Bower	8318	lbs.	7.4	8318	lbs.	7.4				68					
BC15272S	2nd "	8418	lbs.	7.5	8418	lbs.	7.5									
BC15271S	3rd "	8348	lbs.	7.4	8348	lbs.	7.4									
	Collective Weight	25084	lbs.	(17.4 cwt)							194					
13063	Stream	3185	lbs.	12.4 cwt							19					
	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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
478	150	2 1/16	243930	✓	243930	✓	270	2 3/16	Mang. Steel Stud Link	Pac. Chain Mfg. Co.	Portland, Ore. 7.8.43
			341510	✓						Portland	A.B. Surveyor
	90	5	No certificate avail- able				90	5			

Forward Gun Platform

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, also Plastic and Steel Splinter Protection

all sides of Pilot House and Deck Rooms

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

(See Contn.)

"JOHN JACOB ASTOR"

Repairs Wear and Tear

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

The following indents in hull were indented -

One indent in way of No. 2 Hold port side, 1st strake below sheer.

One indent in way of No. 3 Hold port side, 1st strake below sheer.

One indent in way of storeroom amidships port side, 1st strake below sheer.

Defective chain in way of No. 4 and 5 hatch, port and starboard sides, removed, and 3 tier hand rails fitted on bulwark.

Rudder carrier bearing overhauled, tested out and found satisfactory.

Certificate B issued, copy herewith.