

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16th May 1947 When handed in at Local Office 27th May, 1947 Port of Baltimore, Maryland
No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey 4th March, Last Survey 20th March, 1947
71601 on the ~~Wood~~ ~~Iron~~ Steel S.S. "DAULTON MAN" (No. of Visits 13)

TONNAGE:— Built at Richmond, California By whom Permanente Corporation When 1944
GROSS 7176 Owners Scindia Steam Navigation Company Owners' Address Bombay
UNDER DK. — Managers — (if not already recorded in Appendix to Register Book).
NET 4380 Port belonging to Bombay

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co. Destined Voyage —

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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 Special Survey for Contemplated Classification.

The above named vessel (Liberty type EC2-S-C1) has now been bought by the above named Owners and submitted for special survey and for freeboard assignment.

Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. Holds, peaks, tween decks and machinery spaces examined.

Double bottom tanks, peak tanks, deep tanks, and O. F. bunkers examined internally and tested as per Rule.

Anchors and chains ranged and examined, also decks, chain locker, masts, rigging and general equipment, hatch coamings, covers and supports, ventilators, casings, steering gear, windlass, W. T. doors and air and sounding pipes examined.

War defense structures and fittings removed and permanent ballast removed from hold bilges.

Bulwark plating and rail, abreast No. 5 hatch (S) cropped and part renewed.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
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. (State if on Felt.)	—
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	—
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained (State if wedges removed.)	By examination
" " in way of sidelights	—	Windlass	"	Hatches	"	Equipment letter	a
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	—	Anchors, No. of	3 B 1 S
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	Yes
Longitudinals	—	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	" length 300 mean diamr. 2 1/16 (on board)	—
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	" Rule length 270 size 2" C.S.	—
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	Chain Locker	Good
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	—	Hawsers & Warps	Good
Stringers	"			" " at other places	—	Standing and Running Rigging	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	—	Sails	—
Have the Tanks been examined internally?	Yes			Salting (State if examined.)	—		
Have the Tanks been tested?	Yes						

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 being now in good and efficient condition appears worthy to be classed 100 A1 with record of survey Bal. 3-47 and notation of special survey Bal. 3-47, when the hinged steel watertight door to shaft tunnel has been replaced with a sliding watertight door operated from the freeboard deck.

Survey Fee (per Section 29)	£	:	:	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	See First Entry		Received by me,	19
Travelling Expenses (if chargeable)	£	Report			
Second Surveyor's Fee (if any)	£				

Committee's Minute

Character Assigned See First Entry Report attached.

NEW YORK JUN 4 1947

Surveyor to Lloyd's Register of Shipping.

003800-003807-0167

Lloyd's Register Foundation

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.

Rudder Lifted and pintle examined, steering gear and windlass overhauled.

Lifeboats repaired and reequipped, cargo booms overhauled and afterward tested.

Spare bower anchor and 60 fathoms chain placed on board to complete equipment.

Ball check valves on all air pipes made workable.

42 new wood hatch covers supplied and cargo battens completed, and other minor repairs effected.

A 16" x .75 riveted crack arrestor strap fitted at top edge of sheerstrake (p & s) from No. 1 hatchway to No. 5 hatchway.

In way of ventilator at forward end of deckhouse (p & s) welded deck doubling plates fitted.

Vessel measured for freeboard assignment (see Rpts. C 11 and C 11 (comp.), existing marks verified and provisional certificate on basis of American Bureau Assignment issued.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

checkless, state *Mechanical Test*.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

[illegible]

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

CHAIN CABLES.

[illegible]