

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 19... When handed in at Local Office 19... Port of Seattle, Washington
 No. in Survey held at Seattle, Washington Date, First Survey Oct. 13, 1947 Last Survey February 20th 1948
 Book. 619 on the Wood, Iron or Steel S.S. "MINERVE" (ex "Donner Lake") (No. of Visits 26)

TONNAGE:— Built at Portland, Oregon By whom Kaiser Company, Inc. When 1944 —
 GROSS 10448 Owners Government of France Owners' Address 82 Ave. des Champs Elisse
 (if not already recorded in Appendix to Register Book).
 UNDER DK. — Managers X Port belonging to Le Havre (Contemplated)
 NET 6301

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Destined Voyage X
Seattle Division

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.

Previous 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.

Special 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 X
 Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 2-3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey and Repairs

WORK DONE: Vessel placed in drydock. Shell, bottom and rudder cleaned, examined and found or now placed in good condition and coated.

Examined all cargo tanks, forward and after peak tanks, deep tanks, oil fuel bunker tanks, all double bottom tanks, offerdams, internally, fore and after peak spaces, dry cargo spaces, machinery spaces, spaces under engines and boilers, pump rooms, chain locker, anchors and cables, steel work in general, hatchways and covers, masts and rigging examined from aloft, air and sounding pipes, hydro electric steering gear and connections, windlass, equipment, boats. All cargo tanks, deep tanks, bunker tanks, D.B. tanks, fore and after peak tanks, tested to full head. Freeboard verified and Provisional Certificate issued.

Repairs Wear and Tear: Rudder inspection plates removed for inspection of upper and lower pintles, nuts tested and closed in good order, contra guide rudder tested and found or made tight, ventilator coaming to dry cargo hold on (PTO)

PRIMARY 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		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Felt.)	
Condition	<u>Good</u>	Condition	<u>Good</u>	Condition	<u>Good</u>	When fitted, Month	<u>X</u> Year
Planking of Decks	"	Ceiling	<u>X</u>	Coal Bunkers, Openings, Covers, &c.	<u>X</u>	Boats	<u>Good</u>
Stowings	"	Cement or Asphalt	<u>X</u>	Oil Bunkers	<u>Good</u>	Masts, Yards, &c.	"
Rivets & Fastenings	"	Rudder	<u>Good</u>	Scuppers	"	Condition, how ascertained (State if wedges removed.)	<u>From aloft</u>
Outside Plating	"	Steering gear and its connections	<u>Good</u>	Cargo Hatchways	"	Equipment letter	<u>gt</u>
" " in way of sidelights	"	Windlass	"	Hatches	<u>Steel Covers Good</u>	Anchors, No. of	<u>3B - 1S</u>
Structural Members	"	Have pumps been examined and found efficient?	<u>Yes</u>	Planking		Cables (State if now ranged)	<u>Yes</u>
Transverse Frames	"	Have Stance Valves been examined and found efficient?	<u>X</u>	Caulking		" length <u>300 Fth.</u> mean diamr <u>2-5/16"</u> (on board)	
Longitudinals	"	Have Watertight Doors been examined and found efficient?	<u>Yes</u>	Treenails		" Rule length <u>330 Fth.</u> size <u>2-5/16"</u>	
Diagonals	"	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes</u>	Breasthooks & Stemson		Chain Locker	<u>Good</u>
Stoppers	"	Air and Sounding Pipes	<u>Good</u>	Timbers of Frame at openings		Hawsers & Warps	<u>Good</u>
Bottom Plating	"	Doubling Plates under Sounding Pipes	<u>Good</u>	" " at other places		Standing and Running Rigging	<u>Good</u>
Have the Tanks been examined internally?	<u>Yes</u>			Stringers, Clamps & Shelves		Sails	<u>X</u>
Have the Tanks been tested?	<u>Yes</u>			Salting (State if examined.)			

General Observations, Opinion as to Class, Recommendation, &c.:

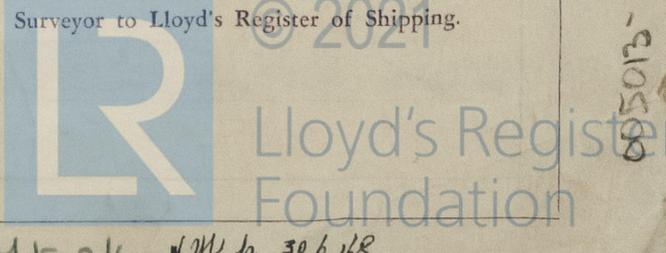
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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."

All the requirements for Special Survey having been complied with, this vessel is now in good and efficient condition, and eligible in my opinion to be classed 100 A 1 with date of drydocking 2-48 and Notation of SS. Sea 2-48 in the Register Book.

Survey Fee (per Section 29)	\$	570.00	Fees applied for, Feb. 25 1948
Special Damage or Repair Fee (if any) (per Sec. 29)	£		Received by me, 19
Selling Expenses (if chargeable)	\$	50.00	
and Surveyor's Fee (if any)	£		

Committee's Minute
 Character Assigned 100A1-2, 48 SEA subject carrying Petroleum in bulk with 100000 lbs oil fuel F.P. above 100°F. S.S. SEA-2, 48 - L.M.C. - 2, 48 - T.S. 12, 47. So. No 216 N.Y.K. 12. 30.6.48
 NEW YORK APR 7 1948
 James F. Robertson
 Surveyor to Lloyd's Register of Shipping

Is Certificate required? If so, to be sent to 005013-005019-0027



on Forecastle head bracketed to deck, also vent coamings to aft store rooms, etc. P. & S. bracketed to to poop deck. No. 9 center cargo tank lower fore bulkhead, fractured for approx. length of 12", ends of fracture drilled, crack veed out and E.W. both sides, collision bulkhead in lower fore peak store space, P. & S. in way of removed ammunition trunks, now reinforced with two vertical 6"x4" angle stiffeners bracketed at top, and E.W. to deck at bottom. After ammunition locker now fitted for engineer's store room, all deck openings suitably closed by insert plates, hose tested and proven tight, existing water tight door which was fitted to center line bulkhead has now been removed and fitted to the Aft Peak WT Bulkhead.

Longitudinal seam straps, deck and bottom shell now fitted as per attached drawing 3565 Dated Jan. 29-1948. Vessel's shell plating sand blasted complete fore and aft from deck to keel. Chain cables ranged, chain locker cleaned, examined and coated. 30 Fathoms missing now replaced. For particulars see below. Also particulars of stream anchor now placed on board.

All war emergency equipment, gun foundations, life rafts and skids, plane stowage, deck, etc. removed at this time, with exception of after gun foundation which was retained. Ammunition trunk opening fore-castle deck closed by means of insert, welded plate hose tested and proven tight. Windlass opened out, examined, completely overhauled, and closed in good order. Steering gear (Hydro Electric) opened and examined, cylinders and piping tested to 1500 lbs. per sq. in. Telemotor lines tested to 500 lbs. per sq. in. all closed in good order, tested under working conditions and found satisfactory. Lightning conductor fitted to wood signal mast amidships, as per Rule Requirements.

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															
SF 9821	Steam Kedge	1		4340 lbs.	AA	-	80	600	lbs.	28	Cwt.		Boldt Stockless	Columbia Steel, Pittsburgh, Calif.	Pittsburgh, Calif. 2-48	

*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.				
					Fathoms.	Ins.	Tons.	Cwts. qrs. lbs.			
P.O. 11249	15	2-5/16			9096 lbs.	4480	-	-	High	Pacific Chain & Manuf. Co.	Portland, Oregon
P.O. 11250	15	2-5/16			9096 lbs.	4480	-	-	Tensile Stud Link	Portland, Ore.	January 9, 1948 By American Bureau
Iron Stream Chain or Steel Wire...											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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.