

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)
YEAR. MONTH.

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

veyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Destined Voyage X
Seattle Division
HDBorDBa. feet; uE&B. feet; f. feet }
al 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.

st Report, No. Port

Medical 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.

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

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

OW 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
oilers, 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

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

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,
14.2nd 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
60.0/ register Book.

14.2/	Fee (per Section 29)	£	570.00	Fees applied for,
32.9/	al Damage or Repair Fee (if any)	£	:	Feb. 25 1948
	(per Sec. 29)			Received by me,
	elling Expenses (if chargeable)	£	50.00	19
	nd Surveyor's Fee (if any)	£	:	

ommittee's Minute/ NEW YORK APR 7 1948
Character Assigned 100A1-2, 48 SEA subject
carrying Petroleum in bulk
with oil fuel F.P. above 100°F
S.S. SEA-2, 48-L.M.C.-2, 48-T.S. 12, 47.

James F. Robertson
Surveyor to Lloyd's Register of Shipping.



Is Certificate required? If so, to be sent to

005013-00509-0027

So. 116 2/6 N.Y.K. 12. 30.6.48

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.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
SF 9821	Steam 1	4340		lbs.				80	600		lbs.	28	Cwt.	Boldt Stockless	Columbia Steel, Pittsburgh, Calif.	Pittsburgh, Calif. 2-48
	Kedge															

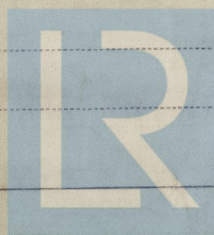
*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
P.O. 11249	15	2-5/16			9096 lbs. 4480		-	-	High	Pacific Chain	Portland, Oregon
P.O. 11250	15	2-5/16			9096 lbs. 4480		-	-	Tensile	& Manuf. Co.	January 9, 1948
									Stud Link	Portland, Ore.	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.



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