

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 9th Dec. 1941 When handed in at Local Office 22nd Dec. 1941 Port of Baltimore, Maryland

No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey 26th Nov. Last Survey 2nd Dec. 19 41 (No. of Visits 5)

35730 on the Wood Iron Steel S.S. "MARISA THORDEN"

TONNAGE:— Built at Sunderland By whom J. L. Thompson & Sons, Ltd. When 1922 9

GROSS 4536

UNDER DK. —

NET 2653

Owners Robert A. B. Percy Thorden

Managers United States Maritime Commission

Owners' Address —

(if not already recorded in Appendix to Register Book).

Port belonging to Panama

Surveyed Afloat or in Dry Dock? Both Name of Dock Maryland Drydock Destined Voyage —

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

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. 4613 Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and serially 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 **Reports Herewith**

Society's Freeboard (if assigned) as } 3 ft. 8 ins.
painted on Ship and now verified }

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Docking

Damage stated to have been sustained through:—

- (1) Striking quay at Sun Shipyard, Chester, Pennsylvania on 29th Aug. 1940
- (2) Colliding with Steamer "IMMO RAGNER" in Petsamo Harbour on 19th Nov. 1940
- (3) Encountering heavy weather on 2nd March 1941 whilst on voyage from New York to Petsamo.
- (4) Striking submerged object entering Vardo, Norway on 14th March 1941.
- (5) Encountering heavy ice on 31st March 1941 whilst on a voyage from Petsamo to Murmansk.

Now Done:— Vessel placed on dry dock, bottom and rudder cleaned, examined, placed in good condition and coated.

(1) Indented shell plating s.s.f.

1 shell plate G 3 removed, faired and rivetted.

2 shell plates H 3 and E 4 faired in place.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	4							
Removed and Faired or Repaired	1							
Faired or Repaired in place	2	3						Bulwark plating and stay p.s.f.

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

in my opinion, to remain as classed with record of survey Bal. 11,41 subject to shell plate D 2 (p.s.) (E.W. 8,40)

being specially examined at next dry docking.

Survey Fee (per Section 29)	£	—	—	Fees applied for, Dec. 9 19 41
Special Damage or Repair Fee (if any)	£	125.00		Received by me, 19
Travelling Expenses (if chargeable)	£	4.50		
Second Surveyor's Fee (if any)	£	10.00		

Committee's Minute NEW YORK DEC 30 1941

Character Assigned Deferred for comp. B. S.

(Signed) Wm. C. Cowin
Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

005524-005536-6166

Hull Cont'd.

(2) Indented bulwark plating s.s. forewell deck

10 bulwark stanchions removed, faired and reriveted.

(3) Indented bulwark plating p.s. forewell deck

Approximately 30' bulwark plating partially released, faired and rerivettted.

Fracture at corner of freeing port faired and welded.

8 bulwark stanchions and bulwark rail removed, faired and rerivettted.

Angle staple at p.s.a. corner of No. 4 hatch - fracture veed and welded.

(4) Bilge keel

10' section of bilge keel p.s. faired in place.

(5) Shell plating forward

Scored shell plates F 2 and 3 p. and s. renewed (4)

Wear and Tear Repairs

Approximately 200 scattered shell rivets caulked and welded.

A number of minor repairs effected.

S.R.L. The Master states that 15 fathoms of anchor was put on board in Gothenburg in December 1939, the cables were not ranged at this time.

Shell plate D 2 (ps) (EW 8,40) examined and found efficient.

The vessel is still at this Port and U.S. Coast Guard officers have been placed on board.

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																
	Steam																
	Kedge																

*When a bower anchor is supplied it must be of the following pattern.

If Patent, state name of Patentee.

Stockless, state Mechanical Test.

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

CHAIN CABLES.

[illegible]

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

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(Rpt. 10.)