

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Feb. 25, 1944 when handed in at Local Office Feb. 25, 1944 Port of Newport News, Va.  
 No. in Reg. Book 58790. Survey held at Newport News, Va. Date, First Survey Feb. 8 Last Survey Feb. 21 1944.  
 (No. of Visits 8.)  
 on the Walter Jennings Steel S/S "WALTER JENNINGS"

TONNAGE:— Built at Kearny, N.J. By whom Federal S.B. Co. When 1921 YEAR. MONTH. 3  
 GROSS 9564 Owners Standard Oil Co. of N.J. Owners' Address \_\_\_\_\_  
 UNDER DK. 7827 Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book).  
 NET 5978. Port belonging to Wilmington, Del.

Surveyed Afloat or in Dry Dock? Yes Name of Dock N.N.S. & DD. Co. Destined Voyage \_\_\_\_\_  
 Cell DBorDBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet }  
 total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ tons. }  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys. (including date of N.B., if any).
*100-A-1 7.43	*IMC. 4.42
"Shelter deck with freeboard"	B.S. 2.43 T.S. (CL)s. 4.42
ss h. y. h. 3-7.33 ss gal. h. 2-42	to be used P. 1.43
Carrying Pet. in bulk; fitted oil fuel 3.21 F.P. above 150°F.	
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. _____ ins. _____

N.B.—All alterations in the existing records should be underlined.  
 Last Report, No. 44 087 Port N. Y. K.

(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  
 Was a damage report made by anyone else? if so, by whom? see S.P.P.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking & Repairs.  
 Vessel placed in dry dock, hull, bottom, keel, stem, stern frame, rudder cleaned, examined and coated. Port side cables ranged - five lengths supplied and connected to anchor. This vessel has eight lengths of chain 2.5/8" dia. next to anchor #9 is now 2.11/32" and requires to be renewed at Owner's convenience.

- Tanks all cleaned and gas freed and repairs as under carried out:-  
 Shell plating: Port Side:-  
 "E" strake after end of #6 tank plate cropped and butt strap fitted.  
 "J" strake plate #17 renewed 5/8" x 72" x 30'-0".  
 "K" strake plates #3 & 5 renewed 5/8" x 72" x 30'-0".  
 "K" strake plate #7 renewed 5/8" x 72" x 15'-0".

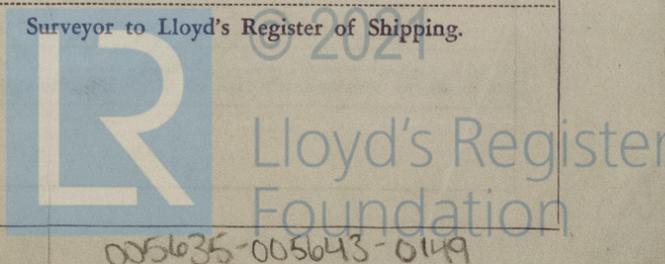
SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	
Decks <u>Good</u>	Bulkheads <u>Good</u>
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>
Beams & Fastenings <u>"</u>	Rudder <u>Good</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>No.</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>No.</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>Good</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>Yes</u>
Stringers <u>✓</u>	
Inner Bottom Plating <u>✓</u>	
Have the Tanks been examined internally? <u>No.</u>	
Have the Tanks been tested? <u>No.</u>	

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 when seen, is in good condition and eligible in my opinion to remain as now classed with fresh record of survey 2.44. The chain cable was tested by American Bureau and owing to shortage of cable recommend for favorable consideration of the Committee that this be accepted.

Survey Fee (per Section 29) <u>Docking</u> \$30.00	Fees applied for, <u>24/2/ 19 44.</u>
<del>Special</del> Repair Fee (if any) \$70.00	Received by me, _____
Travelling Expenses (if chargeable) \$5.00	19 _____
Second Surveyor's Fee (if any) £ _____	

Committee's Minute NEW YORK APR 13 1944  
 Character Assigned 2.44 R. No.  
B.S. 2.44 T.S. 2.44



on the Machinery of the Ship?  
 If so, is the Report sent now, or when will it be sent?  
 (The Surveyors are requested not to write on or below the space for Committee's Minutes.)  
 PRINTED IN U.S.A.

Is Certificate required? If so, to be sent to

005635-005643-0149

S/S "WALTER JENNINGS"

Starboard Side:-

"K" strake, plates #3 & 5 renewed 5/8" x 72" x 30'-0".

Cargo tanks filled to 18 feet in dry dock and full head afloat.

Approximately 2,000 rivets renewed, 7,000 rivets welded, 3500 rivets caulked, 2,000 feet of seam caulked, 1,000 feet of seam welded, afterwards tanks tested and passed tight.

DECK:-

Port side #6, summer tank one doubler welded 3/8" x 36" x 48".

Forecastle deck, port side doubler welded 5/16" x 30" x 30" starboard side of chain pipe.

Cargo tank hatch covers four renewed #8 & 9 p. & s.

Cargo tank hatch covers twelve jointing renewed.

Two water tight doors on fore side of midship house packing renewed and made good.

Two doublers welded on chain locker bulkhead 7/16" x 22" x 36" and 7/16" x 22" x 10'-0".

Fifty feet of hand rails and six stanchions on starboard side main deck.

Freeboard checked. New certificate issued by American Bureau.

Certificates for chain cable was not available, the chain was stamped J.R.S. 36954

A.B. 1.43, which was confirmed as being in order by American Bureau Surveyor here,

with five joining links same marks.

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															
	Steam															
	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.			
36954	75	2.5/8	LBS	539620		29000 Lbs.			cast steel	Naco.	Sharon, Pa. T.R. Smith Feb. 4, 1943.
				385440							

Iron Stream Chain }  
or Steel Wire... }

*John D. Smith*

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.