

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Dec 13<sup>th</sup> 23 When handed in at Local Office Dec 17<sup>th</sup> 23 Port of New York  
 No. in Reg. Book 22994 Survey held at Hoboken N.J. Date, First Survey Nov 1923 Last Survey 20 Nov 1923  
 on the Wood, Iron or Steel S.S. "IPSWICH" Master W.A. Fletcher Esq

TONNAGE: 6000 Built at Chester Pa. By whom Chester Y & Co Ltd When 1919-7  
 GROSS 5212 Owners United American Lines Inc., N.Y. Port belonging to New York  
 UNDER DECK 3957 Owners' Address 1735 Port Bos  
 NET 1255 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Both Name of Dock W.A. Fletcher Co Destined Voyage W.T.B.  
 WB=CellDBorDBa 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. }

N.B.—All alterations in the existing records should be underlined.  
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1735 Port Bos

CHARACTER, Date of last Survey and of Periodical Surveys.	Year Assigned, Date when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1. 4-23		H.M.C. 8-22
		C.L. 4-23
Filled for oil fuel 619 Flators 150°F. Society's Freeboard (if assigned) as painted on Ship and now verified } 7 ft 6 1/2" W.T.B.		

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 1 Repair also fitting Tonnage Doors  
How Done + Vessel placed on dry dock. Bottom and Rudder cleaned examined found satisfactory. Anchors and cables ranged found 270 fathoms of 2 1/4" chain satisfactory. Holds, Tweendecks, crew & machinery spaces cleaned examined satisfactory. All ceilings lifted in way of double bottom tanks, and No. 4 and A.P. examined internally. All DB tanks tested as per rules also peaks, Under Engines and Boilers cleaned, examined satisfactory. Decks, Boats, Rigging Ventilators and their coamings examined found satisfactory. Water-tight doors, Steering & Windlass engines and gears, and pumps fixed up examined, tested satisfactory. 2 Settling tanks tested by oil pressure. Freeboard verified.  
 P.T.O.

MARY OF DAMAGE REPAIRS:—	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt) When put on, Month Year
Condition of Decks <u>Good</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Bulkheads <u>Good</u>	<u>Yes (all)</u>	<u>Good</u>	<u>Good</u>
Condition of Ceilings <u>Good</u>	<u>Yes (new)</u>	<u>Good</u>	<u>Good</u>
Condition of Fastenings <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Condition of Side Plating <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Condition of Rudder <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Condition of Steering gear and its connections <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Condition of Windlass <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Condition of Have Pumps now been examined and found efficient? <u>Yes</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Have Sluice Valves now been examined and found efficient? <u>Yes</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Have Watertight Doors now been examined and found efficient? <u>Yes</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	<u>Yes</u>	<u>Good</u>	<u>Good</u>
Condition of Dblg. Plates under Sounding Pipes <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Engine Room Skylights <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Coal Bunkers, Open'gs, Lids, &c. <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Scuppers <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Cargo Hatchways <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Hatches <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Planking of Wood Vessels <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Caulking <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Treennails <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Breasthooks & Stemson <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Transoms, Pointers, & Crutches ditto <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Timbers of Frame at openings ditto <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Ditto ditto at other places ditto <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Stringers, Clamps & Shelves ditto <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Salting (State if examined) ditto <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Copper, or Y.M. of Wood Vessels <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Boats <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Masts, Yards, &c. <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Condition, how ascertained <u>Examined</u>		<u>Good</u>	<u>Good</u>
Condition of Sails <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Equipment letter <u>2</u>		<u>Good</u>	<u>Good</u>
Condition of Anchors, No. of <u>5</u>		<u>Good</u>	<u>Good</u>
Condition of Cables (State if now ranged) <u>Yes</u>		<u>Good</u>	<u>Good</u>
Condition of length <u>270</u> size <u>2 1/4"</u>		<u>Good</u>	<u>Good</u>
Condition of Rule length <u>270</u> size <u>2 1/4"</u>		<u>Good</u>	<u>Good</u>
Condition of Hawser & Warps <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Standing & Running Rigging <u>Good</u>		<u>Good</u>	<u>Good</u>
Condition of Ventilators & Coamings <u>Good</u>		<u>Good</u>	<u>Good</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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is eligible in my opinion to remain as classed, with fresh record of survey 11-23 and notation S.S. No. 1-23.

Surveyor's Fee (per Section 20) \$180.00  
 Repair Fee (if any) \$10.00  
 Survey Fee \$50.00  
 Survey Date 18/11/23  
 Surveyor's Fee (if any) \$10.00

Fees applied for, 19 Dec 1923  
 Received by me, Alexander Mac Watt  
 19

Committee's Minute New York DEC 18 1923  
 Character Assigned 100A1  
Filled for oil fuel 619 F.P. above 150°F  
SS No. 1-23  
MS-11-23 TS-11-23  
 Surveyor to Lloyd's Register of Shipping.  
 FRI 30 MAY 1924  
 Lloyd's Register Foundation  
 006412-006422-0015

