

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4th April 36 When handed in at Local Office 4th April 1936 Port of MOBILE, ALABAMA

No. in Reg. Book Survey held at MOBILE Date, First Survey 23rd March Last Survey 28th March 1936 (No. of Visits 4)

27013 on the ~~Wool~~ Steel S.S. "IPSWICH"

TONNAGE: Built at Chester, Pa. By whom Chester S.B.Co.Ld. When 1919 MONTH 7
GROSS 5671 Owners Waterman S.S.Corp. Owners' Address
UNDER DK 5212 Managers " Port belonging to Mobile, Ala.
NET 3448

Surveyed Afloat or in Dry Dock? Name of Dock State Docks & Alabama D.D. & S.B.Co. Destined Voyage
WB=CellD BorDBa feet; uE&B feet; f feet
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. 1310 Port Mob

CHARACTER. * for Special Survey Date of last survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1		LMC 10,33
10,33-12,35		B.S. 12,35
ssBal.No.3-10,33		T.S. CL 8,33
		Fitted for oil fuel 6,19 F.P. above 150° F.

yes
Has a Survey also been held on the Machinery of the Ship?
If so, is the Report sent now, or when will it be sent?

Periodical Surveys, when held, must be reported in detail and serially 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 report attached

Was a damage report made by anyone else? If so, by whom? Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been sustained by grounding January 18th 1936. Vessel placed on dry dock, bottom and rudder cleaned, examined, recoated, now in good order.

DAMAGE REPAIRS:- Spare bower anchor, which had been installed on starboard cable, now removed and secured in place as before, new bower anchor and 15 fathoms of cable to replace that broken on starboard side now installed in place and marks on same verified, with certificates produced, for particulars see over. Approximately 2500 scattered shell rivets in way of Nos.1 and 2 double bottom tanks renewed. Port and starboard bilge keels faired and repaired as required. Work tested and found tight.

Owners' Account:- Rudder removed, streamlined as per blueprints attached, rudder replaced in position, connected up, tried out and all found in good order.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

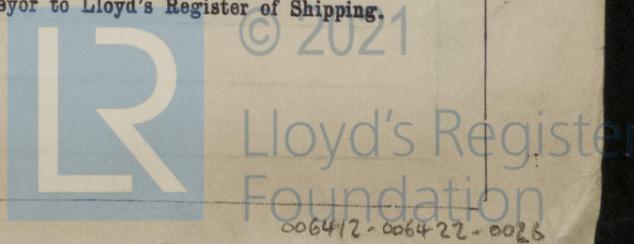
PRESENT CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes		Copper or Y.M. of Wood Vessels	
Decks	good	no	no				
Caulking of Decks	"	no	no	Dblng. Plates under Sounding Pipes		(State if on Vell)	
Coamings	"	not exd.	not exd.	Engine Room Skylights	good	When put on, Month	Year
Beams & Fastenings	not exd.	"	"	Coal-Bunkers, Open'gs, Lids, &c.	"	Boats	good
Outside Plating	good	"	"	Oil Bunkers	not exd.	Masts, Yards, &c.	"
" " in way of sidelights	not exd.	good	good	Scuppers	"	Condition, how ascertained	from deck
Breasthooks	"	"	"	Cargo Hatchways	good	(State if wedges removed)	
Transoms	"	"	"	Hatches	"	Sails	
Frames	"	"	"	Planking of Wood Vessels	ditto	Equipment letter	Z
Reverse Frames	"	"	"	Caulking	ditto	Anchors, No. of	4
Longitudinals	"	"	"	Treenails	ditto	Chain Locker	not exd.
Transverses	"	"	"	Breasthooks & Stems	ditto	Cables (State if now ranged)	no
Floors	"	"	"	Transoms Pointers, & Crutches	ditto	" length	
Keelsons	"	"	"	Timbers of Frame at openings	ditto	" (on board)	
Stringers	"	"	"	Ditto Ditto at other places	ditto	" Rule length	
Inner Bottom Plating	"	"	"	Stringers, Clamps & Shelves	ditto	Hawser & Warps	good
		yes	yes	Salting	ditto	Standing and Running Rigging	"

General Observations, Opinion as to Class, Recommendation, &c.:- This vessel, so far as seen, is now in good order, eligible in my opinion to remain as classed and to have record of survey 3,36 in the Register Book.

Survey Fee (per Section 29)	\$25.00	Fees applied for,	Apr. 4, 1936
Special Damage or Repair Fee (if any)	50.00	Received by me,	
Travelling Expenses (if chargeable)	1.00		
Second Surveyor's Fee (if any)			

Committee's Minute NEW YORK APR 15 1936

Character Assigned 100 A1 without condition Fitted for oil fuel 6,19 F. Above 150° F. T.S. 3-36



10m. 9.24. Transgea Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to

