

21 FEB 1947

No. 6246

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23 April 1946 When handed in at Local Office 19 Port of NEW ORLEANS, LOUISIANA
 No. in Reg. Book. Survey held at New Orleans, Louisiana Date, First Survey 17 January Last Survey 6 February, 1946
 68506 on the ~~WOODHULL~~ Steel S. S. "AMERICAN FISHER" (No. of Visits two)

TONNAGE:—
 GROSS 4779 Built at Quincy, Mass. By whom Fore River S.B. Company YEAR. MONTH.
 1912-11
 Owners First National Oil Corp. Owners' Address
 Port belonging to New York
 NET 2817 Managers

Surveyed Afloat or in Dry Dock? Both Name of Dock Dixie Machine Wks. Destined Voyage
 Todd-Johnson DD

Cell DBor DBa feet; uE&B feet; f feet
 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. 6196 Port

(Periodical Surveys, when held, must be reported in detail and verbatim 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. Damage Report

No. 6246 forwarded previously.

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 when vessel's stern struck the bank in the Mississippi River on January 16, 1946 after starboard anchor cable carried away.

NOW DONE: Vessel examined afloat rudder stock found fractured. Recommended vessel be placed on dry dock for further examination. Found as follows: Upper rudder stock broken, to be renewed. Rudder main piece plate and arms bent and distorted, to be renewed. Stern frame broken in two places, to be renewed. Plates No. 1 from aft in G, H and J strakes port and starboard fractured, to be renewed. Starboard bower anchor and three shots of chain missing, furnish new bower anchor and three shots of chain. Anchor windlass to be opened up for examination.. After peak tank to be cement washed and tested on completion of work.

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	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fell.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthook Stems	" Rule length size
Floors	Air and Sounding Pipes	Timbers of Frame at openings	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	" " at other places	Hawsers & Warps
Stringers		Stringers, Clamps & Shelves	Standing and Running Rigging
Inner Bottom Plating		Salting (State if examined.)	Sails
Have the Tanks been examined internally?			
Have the Tanks been tested?			

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 so far as now seen is eligible in my opinion to remain as classed subject to permanent repairs being carried out to stern frame, rudder and shell plating as recommended in damage report.

Note: Vessel has been sold and is now laid up. No arrangements have been made to carry out repairs

Survey Fee (per Section 29) \$75.00

Special Damage or Repair Fee (if any) £ -

Travelling Expenses (if chargeable) \$ 3.70

Second Surveyor's Fee (if any) £ -

Account Paid 25 July, 1946.

Fees applied for, 23 Apr. 1946

Received by me,

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Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

laid up pending repairs

007881-007887-0163

Lloyd's Register Foundation