

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Aug. 26th 37 When handed in at Local Office 10 Port of San Francisco

No. in Reg. Book 20066 Survey held at San Francisco Date, First Survey June 21st Last Survey Aug. 20th, 1937  
(No. of Visits 18)

on the ~~Woolen~~ Steel. S. S. "AMERICAN FISHER"

69573 TONNAGE - Built at Quincy, Mass. By whom Fore River S. B. Co. When 1912 MONTH 11

GROSS 4779 Owners Santa Cruz Oil Corp. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. --- Managers General Engineering & Port belonging to San Francisco

NET 2817 Surveyed Afloat or in Dry Dock? both Name of Dock Dry Dock Co. Destined Voyage Fishing

WB=CellDBorDBa --- feet; uE&B --- feet; f --- feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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.

CHARACTER	Date of last Survey and of Periodical Surveys.	Machinery and Boiler
100 A1 10-36		LMC 12-34
ss Bal. No. 3 8-25		B.S. 10-36
ss Mob. No. 2 34		O.L. 10-35
		N.D.B. (W.T.)
		36
		Fitted for oil fuel F.P. above 1500

Last Report, No. 2106 Port San Francisco

(Periodical Surveys, when held, must be reported in detail and explanation 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 summarized 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

(Copies attached hereto.) Was a damage report made by anyone else? If so, by whom? Salvage Assn. London.

REPAIRS, OR EXAMINATION AS PER RULE, FOR PART S.S. 2nd NO. 3 and for damage stated to have been sustained by explosion and fire in Pump-room midships May 24th, 1937 off San Pedro Harbor, California. Pump-room midship accommodation, tanks and fish reduction plant more or less buckled, burnt and twisted.

### NOW DONE

- 2 Sheer strake plates in way of No. 4 and 5 cargo tanks renewed Port side.
- 2 shell plates in 1st strake below sheer renewed port side.
- 1 shell plate in 2nd strake below sheer faired in place.
- 1 Bulwark plate in way faired in place.
- Upper Deck - Port Side.
- 2 stringer plates renewed.
- 2 deck plates renewed adjacent (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	E. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items:—
Renewed	4	19			32	3	10	
Removed and Faired or Repaired		7						
Faired or Repaired in place	1						3	

PRESENT CONDITION OF THE		as above	
Decks	Good	State if Tanks have been examined inside	Air and Sounding Pipes
Caulking of Decks	"	State if Tanks now tested	Dblng. Plates under Sounding Pipes
Coamings	"	Bulkheads	Engine Room Skylights
Beams & Fastenings	"	Ceiling	Coal Bunkers, Open'gs, Lids, &c.
Outside Plating	"	Cement or Asphalt (State which.)	Oil Bunkers
" " in way of sidelights	"	Rudder	Scuppers
Breasthooks	"	Steering gear and its connections	Cargo Hatchways
Transoms	"	Windlass	Hatches
Frames	Good	Have pumps now been examined and found efficient?	Planking of Wood Vessels
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	Caulking ditto
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	Treenails ditto
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto
Floors	"		Transoms Pointers, & Crutches ditto
Keelsons	"		Timbers of Frame at openings ditto
Stringers	Good		Ditto Ditto at other places ditto
Inner Bottom Plating	"		Stringers, Clamps & Sheifs ditto
			Salting ditto
			(State if examined.)
			Copper, or Y.M. of Wood Vessels (State if on Feet) When put on, Month Year
			Boats GOOD
			Masts, Yards, &c. "
			Condition, how ascertained From Deck (State if wedges removed)
			Sails
			Equipment letter X
			Anchors, No. of
			Chain Locker
			Cables (State if now ranged) No.
			" length (on board) mean diam.
			" Rule length size
			Hawser & Warps Good
			Standing and Running Rigging Good

### 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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

Recommended that this vessel be retained as now classed with fresh record of survey 8-37 and notation of S.S.S.Fo.2nd No. 3 - 8-37 when survey is complete.

(Fish Reduction Ship) (Not to carry Petroleum in bulk).

BILL NO.		Fees applied for,	
Survey Fee (per Section 20)	5496 \$250.-	Aug 16 19 37	
Special Damage or Repair Fee (if any) (per Sec. 20)	5497 \$500.-		
UND. FEE	5474 \$125.-	Received by me,	
Travelling Expenses (if chargeable)	5474 \$11.-	19	
Steno.	5474 \$10.-		
Exp.	5497 \$9.-		

Committee's Minute  
NEW YORK SEP 8 - 1937  
FRI 30 SEP 1937  
Character Assigned 100A1 Fish Reduction Ship  
Note - Nos 3 partly held Fitted for oil fuel F.P. above 1500 F.  
without condition B.S. 8-37

Is Certificate required? If so, to be sent to 2/17810-788700-188700





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S. S. "AMERICAN FISHER"ADDITIONAL DAMAGE FOUND DURING PROGRESS OF REPAIRS.

Tie plate around midship renewed, bulkhead between pumproom and #4 cargo tank.

Port side

#1 and 2 channel stiffeners removed, faired and replaced.

2 Web angles from bulkhead released, faired and reriveted.

1 Bulkhead stringer faired in place.

Starboard Side

3 Web angles to bulkhead removed, faired and replaced.

1 Web frame plate faired in place.

6 Vertical Channel stiffeners removed, faired and replaced.

Starboard Side #4 Cargo Tank

3 stringers and brackets removed, faired and replaced.

1 section of deck beam removed, faired and replaced.

2 Tank brackets in way removed, faired and replaced.

1 Center Line stiffener removed, faired and replaced.

Bulkhead rivetting released, bulkhead faired and reriveted.

Rivets and seams overhauled in tanks.

Approximately 200 Rivets renewed.

Approximately 1805 Rivets caulked.

Approximately 140 Rivets welded.

Approximately 650 feet seam caulked.

Approximately 114 feet seam welded.

Part S.S. 2nd No. 3

Vessel placed on drydock. Bottom and rudder cleaned, examined and painted.

Electric weld in and around stern frame specially examined and found intact.

Scattered rivets in shell overhauled and made good.

Ventilators, hatches, hatchways, coamings and fittings examined.

Decks, Tween Decks, Forward, Bridge and after spaces E and B. spaces and bilges examined.

All cargo tanks examined and tested.

All double bottom tanks tested.

Double bottom tank under engines examined.

cofferdams examined and tested.

Masts and standing rigging, and equipment examined.

To complete S.S. No. 3 all double bottom tanks except under engines to be examined.

Forepeak and after peak tanks to examine and test.

Plating in way of side lights to examine.

Chain cables to range and chain locker to examine.

Forward hold and spaces to examine.

Plating to be drilled.

S.R.L: E. W. on Stern Frame 7-35 can now be deleted in the opinion of the undersigned.