

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Aug. 26th 37

When handed in at Local Office

Port of

San Francisco

No. in
Reg. Book.

Survey held at San Francisco

Date, First Survey June 21st

Last Survey Aug. 20th, 1937

20066

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

(No. of Visits

18

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 DECK

Managers

Port belonging to

San Francisco

NET 2817

General Engineering &

Surveyed Afloat or in Dry Dock? both

Name of Dock Dry Dock Co.

Destined Voyage Fishing

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity tons. FPT

tons; APT

tons; MT

feet

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
Survey
(including date of N.B., if any).

100 A1 10-36

LMO 12-34

ss Bal. No. 3 8-25

B.S. 10-36

ss Mob. No. 2 34

O.L. 10-35

Fish Reduction

N.D.B. (W.T.)

Ship

36

Fitted for
oil fuel F.P.
above 1500

Society's Freeboard (if assigned) as

painted on Ship and now verified

ft.

ins.

Last Report, No. 2106

Port

L.A.

(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 accommoda-
tion, 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	R. 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

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

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.

Survey Fee (per Section 20) 5496 \$250.-

Fees applied for,

Special Damage or Repair Fee (if any) 5497 \$500.-

Aug 16 1937

(per Sec. 20) UND. FEE... 5474 \$125.-

Received by me,

Travelling Expenses (if chargeable) 5474 \$11.-

19

Steno... 5474 \$10.-

Exp... 5497 \$9.-

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK SEP 8 - 1937

FRI 30 SEP 1937

Delete Copying Pat. in bulk
Note - No. 3 partly held
without condition

100A1 Fish Reduction Ship
Fitted for oil fuel F.P. above 1500.
B.S. 8-37

Deferred for compl.
2nd No. 3
Lloyd's Register
Foundation

Page #4

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.