

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19th Dec. 34 When handed in at Local Office 19th Dec. 34 Port of MOBILE, ALABAMA

No. in Reg. Book. Survey held at MOBILE Date, First Survey 22nd May Last Survey 17th Dec. 1934 (No. of Visits 17)

81795 on the ~~WOOD, BARKER~~ Steel S.S. "NELSON"TONNAGE:— Built at Quincy, Mass. By whom Fore River S.B.Co. When 1912 11  
GROSS 4747 Owners Hilloone S.S.Co.Ld. Owners' Address —  
UNDER DEK. 4203 Managers " Port belonging to San Francisco  
NET 2797Surveyed Afloat ~~in~~ Dry Dock? Name of Dock Alabama D.D.&S.B.Co. Destined Voyage —WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } 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.

Last Report, No. 5658 Port Bal

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 —

Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 0 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alterations &amp; Completion S.S.2nd No.2 (see Bal.Rpt.)

Vessel placed on dry dock. Bottom and rudder cleaned, examined, recoated, now in good order.

Cables ranged 270 fathoms 2-1/16" stud link, equipment checked and found in good order.

Fore peak, chain locker, forward storeroom and deep tank, oil fuel tanks, all cargo tanks, pump room, cofferdams, crew and machinery spaces, under engines and boilers and after peak cleared, cleaned, examined and found or placed in good order.

Fore peak, oil fuel tanks, cofferdams, all cargo tanks, double bottom tanks and after peak tested to Rule requirements and found or made tight as required.

Examined decks, casings, masts, rigging, air and sounding pipes, steering gear and connections, windlass, pumps, hatchways, ventilators and their coamings, plating under side lights and found or placed in good order.

It was not considered necessary to drill the shell plating at this time.

Freeboard verified.

(cont'd)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	De. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Yes	Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	Good	(State if on Felt)	
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Scuppers	"	Boats	Good
Outside Plating	"	Cement or Asphalt	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Breasthooks	"	(State which.)	Good	Hatches	"	Condition, how ascertained	examination
Transoms	"	Rudder	"	Planking of Wood Vessels	"	(State if wedges removed)	"
Frames	"	Steering gear and its connections	"	Caulking ditto	"	Sails	"
Reverse Frames	Pt.exd. Good	Windlass	"	Treenails ditto	"	Equipment letter	X
Longitudinals	"	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson ditto	"	Anchors, No. of	4
Transverses	Good	Have Sluice Valves now been examined and found efficient?	"	Transoms, Pointers, & Crutches ditto	"	Cables (State if now ranged)	yes
Floors	Pt.exd. Good	Have Watertight Doors now been examined and found efficient?	"	Timbers of Frame at openings ditto	"	" length 270 size 2-1/16"	
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?	"	Ditto Ditto at other places ditto	"	" Rule length 270 size 2-1/8"	
Stringers	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Stringers, Clamps & Shelves ditto	"	Hawser & Warps	Good
Inner Bottom Plating	"	and found efficient?	Yes	Salting ditto	"	Standing and Running Rigging	"

General Observations, Opinion as to Class, Recommendation, &amp;c.:— This vessel is now in

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, &amp;c."

good condition, eligible in my opinion to remain as classed and to have record of survey 12,34

notation of S.S.Mob.No.2-34 and Fitted for oil fuel 12,34 F.P. above 150°F. in the Register Book.

Survey Fee (per Section 29) \$240.00  
Special Damage or Repair Fee (if any) 150.00  
Travelling Expenses (if chargeable) £ 8.50  
Second Surveyor's Fee (if any) New York £ 50.00Fees applied for,  
Dec. 19, 1934  
Received by me,  
19

Committee's Minute

Character Assigned 100 A1 Carrying Pet. in bulk

Fitted for oil fuel 12,34 F.P. above 150°F  
S.S. Mob. No. 2-34 + LMC 12,34 T.S. 12,34

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

007881-007887-0223 1/2



REPAIRS:-

After boat deck wood sheathing renewed. Forward hold ventilator trunks and cowls renewed. Doors to midship house provided with locking dogs capable of being operated from both sides. Port and starboard No. 3 summer tanks divided by steel transverse oiltight bulkhead necessary alterations to hatch covers.

Existing entrance to pumproom in starboard passageway blanked off and new entrance cut in after bulkhead of midship house and watertight door fitted capable of being operated either side. All cargo lines tested and operating valves overhauled.

Rudder raised 3/16". G. Strake plate No. 3 port side renewed. Three keel butt straps renewed. About 300 bottom shell rivets renewed. Three side frames in engine room part renewed. Port anchor new head pin fitted. A number of minor repairs also effected. Three coal hatches on poop deck plated over and suitably reinforced.

ALTERATIONS

The thwartship bulkheads at frames Nos. 46 and 48 have been removed and a new thwartship oiltight bulkhead erected at frame No. 47, extending from the upper deck down through the tank top to shell. A new centreline oiltight bulkhead erected between frames Nos. 47 and 53 from upper deck down to and connecting with the centre keelson. Swash bulkheads fitted 10'-0" off centreline each side. In line with the two swash bulkheads in the above tank two fore and aft oiltight bulkheads have been erected between frames Nos. 39 and 47 joining thwartship oiltight bulkheads at frame No. 39 and extending from these fore and aft bulkheads to vessels sides, these bulkheads extend from upper deck down through the tank top to shell. Holes have been cut in the double bottom tank top plating in way of the tanks thus formed. Plate seams, butts and boundary bars in oiltight bulkheads adjacent to boiler space have been riveted, all other bulkheads have been welded. Stiffeners and girders have been welded to bulkheads. The workmanship throughout is good. Gutterways are provided for drainage to limbers. These tanks have been tested to Rule requirements and found to be tight. The oil fuel burning system has been relocated in the stokehold and the whole system has been tested to 400 lbs. per square inch and found to be sound and tight at that pressure. The supply piping in the machinery space has been tested to 30 lbs. per square inch and found to be in order. All alterations have been carried out in accordance with the Society's Rules and the approved plans, copies of which are attached hereto.

*[Signature]*