

DISCLOSED SECTION NO 48895  
REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Jan. 10th 1949 When handed in at Local Office Jan 11th 1949 Port of NEW YORK  
No. in Reg. Book Survey held at NEW YORK Date, First Survey 24th Nov. Last Survey 29th Nov. 1948  
66303 on the WOODMAN Steel "LIVINGSTON ROE" (No. of Visits 3)

TONNAGE:— Built at Vancouver, Wash. By whom G.M. Standifer Const. Corp. When 1921 2  
GROSS 8002 Owners Panama Transport Co. Owners' Address  
UNDER DK. 7852 Managers Port belonging to Panama  
NET 5048

Surveyed Afloat or in Dry Dock? Both Name of Dock Beth Steel Corp. Destined Voyage

Cell DBor DBa 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)

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. 1036 Port

(Periodical Surveys, when held, must be reported in detail and serially 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. London letter 15th Nov. 1948 and previous

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 Al shel. Dk.	*LMC 5.42
with Frbd. 2.48	BS 2.48
Examined 2.48	CL 1.48
ssN.Yk.No.3-2,33	For service in Gulf
ssGal.No.2,43	of Mexico and Caribbean
Sea. Carrying petroleum in bulk. Fitted	
for oil fuel 2,21 F.P. above 150° F.	
Society's Freeboard (if assigned) as	
Painted on Ship and now verified	

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition:—

Now done:— Vessel placed in drydock, bottom and rudder cleared and examined. Main cargo tanks, summer tanks, fore peak, fore deep tanks, fore holds, pump rooms, fuel bunker tanks, machinery space, decks and superstructures examined.

The bottom shell plating appeared to be thin throughout, heavily indented in a number of plates with the caulking edges of the plates generally wasted to a feather edge. It is estimated that 101 bottom plates would have to be renewed.

The side shell plating appeared in fair condition except in way of the machinery space and the forward end of the vessel where approx. 25 plates require renewing.

Upper deck plating generally sounds thin throughout and it is estimated that at least 50 deck plates would have to be dealt with. The 3 upper strakes of both transverse and centerline bulkheads pto.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

King of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
ings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
s & Fastenings	Cement or Asphalt	Oil Bunkers	Boats
de Plating	Rudder	Scuppers	Masts, Yards, &c.
" in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Frames	Windlass	Hatches	Equipment letter
udinals	Have pumps been examined and found efficient?	Planking	Anchors, No. of
verses	Have Sluice Valves been examined and found efficient?	Treenails	Cables (State if now ranged)
ns	Have Watertight Doors been examined and found efficient?	Breasthooks & Stemson	" length mean diamr. (on board)
rs	Have Ventilators and their Comings been examined and found efficient?	Transoms, Pointers & Crutches	" Rule length size
Bottom Plating	Air and Sounding Pipes	Timbers of Frame at openings	Chain Locker
he Tanks been examined internally?	Doubling Plates under Sounding Pipes	" " at other places	Hawsters & Warps
he Tanks been tested?		Stringers, Clamps & Shelves	Standing and Running Rigging
		Salting (State if examined.)	Sails

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."

The vessel so far as now seen is in my opinion, eligible to remain as classed, subject to

necessary repairs and survey being carried before returning to service and is recommended for  
ation in the Register Book of "Laid up pending survey".

Fee (per Section 29) \$100.00  
Damage or Repair Fee (if any) \$  
Expenses (if chargeable) \$4.00  
Surveyor's Fee (if any) \$  
Fees applied for, Jan 24 1949  
Received by me, 19

Committee's Minute

Character Assigned laid up pending survey

NEW YORK JAN 19 1949

FRI 29 APR 1949

Unit all particulars on reprint

Lloyd's Register Foundation

00237-00247-0262



