

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *18 JUN 1947* When handed in at Local Office *19* Port of *Seattle, Wash*
 No. in Reg. Book. *76450* Survey held at *Portland, Oregon* Date, First Survey *MAY 3rd* Last Survey *April 1st* 1947.

on the ~~Wood, Iron or Steel~~ *Single Screw Steamer "THE MONI" ex "JOSIAH COHEN"* (No. of Visits *6*)
 TONNAGE:— Built at *Savannah, Ga.* By whom *Southeastern S.B. Corp.* When *1944* YEAR. MONTH.
 GROSS *7198* Owners *KASSOS STEAM Navigation Co. Ltd.* Owners' Address *CYRA GREECE*
 UNDER DK. — Managers. (if not already recorded in Appendix to Register Book).
 NET *4364* Port belonging to *CYRA*

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Port of Portland Or.* Destined Voyage —
 Cell DBor DBa. — feet; uE&B — feet; f — feet
 total capacity — tons. FPT. — tons; APT — tons; MT — 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. — Port —

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

Society's Freeboard (if assigned) as painted on Ship and now verified }
A.B. of S. meantime.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *First Entry for contemplated notation 100 A1.*
This vessel, a Liberty EC2 Type, originally owned by the United States of America, represented by the War Shipping Administration of Washington, D.C., was classed by the American Bureau of Shipping whose assigned freeboards have been provisionally retained by the vessel

Now done for Special Survey:—

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. Holds, decks, tween decks, machinery spaces, under engines and boilers, chain locker, anchors and cables, fore peak spaces, fore peak tank internally, aft peak spaces, aft peak tank internally, deep tanks internally, casings, hatchways, covers, supports, tarpaulins, cleats and bolting arrangements, air and sounding pipes, masts and

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 Plate)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month
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 (on board) mean diamr.
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stenson	" Rule length
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
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 in good and efficient condition and eligible in my opinion to be classed 100 A1. when classification survey is completed, with a date of dry docking 3-47 and notation of S.S. 3.47, subject to tunnel W.T. door. complying with the Society's requirements

Survey Fee (per Section 29) £ : : Fees applied for, *April 4th 1947.*
 Special Damage or Repair Fee (if any) (per Sec. 29) £ : : Received by me, *19*
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :

Committee's Minute

NEW YORK MAY 28 1947

Character Assigned *100 A1 class contemplated subject*

Note NYK 50, Towing date 4, 47 SEA, Examined 3, 47 Fitted for oil fuel FP above 150°F.
S. PARTLY HELD (RUK) L.M.C. - 4, 47 subject S. 3, 47
NYK br. 22.9.47

