

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report May 1st 1947 when handed in at Local Office May 2nd 1947 Port of NEW YORK

No. in Reg. Book 76250 Survey held at New York Date, First Survey Feb. 27th Last Survey April 10th 1947
(No. of Visits 18)

on the ~~Wood, Iron or Steel~~ S.S. "VIKDAL" ex "JOHN MASON"

TONNAGE:— Built at Soth Portland, Maine By whom New England Shipbuilding Corp When 1943 YEAR. MONTH. 8
GROSS 7176 Owners Tanker Corp. Owners' Address _____
UNDER DK. 6654 Managers Johan Rasmussen & Co. (if not already recorded in Appendix to Register Book),
NET 4380 Port belonging to Panama

Surveyed Afloat or in Dry Dock? _____ Name of Dock _____ Destined Voyage _____
Cell DB or DBa _____ feet; uE&B _____ feet; f _____ feet } Particulars of Classification (which must be inserted
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. } 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 } 9 ft. 8 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR 1st Entry for notation of 100 A1 and Freeboard assignment.

This vessel, a Liberty EC 2 type, originally owned by the United States of America, represented by the War Shipping Administration of Washington, D.C. was classed and assigned Freeboards by the American Bureau of Shipping.

Now done for Special Survey:—

Vessel placed in drydock, bottom and rudder cleaned, examined, placed in good order and recoated. Holds, decks, tween decks, engine and boiler spaces, under engine and boilers, chain locker, anchors and cables, fore peak tank, fore peak spaces, aft peak tanks, aft peak spaces, deep and oil fuel tanks and all DB tanks internally, plating under sidelights, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, casings, air and sounding pipes, masts and rigging, (See report attached), windlass, steering gear, ventilators, pumps, W.T. doors, general equipment and 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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	Good	Ceiling	Good	Oil Bunkers	Good		When fitted, Month _____ Year _____
Coamings	Good	Cement or Asphalt	Good	Scuppers	Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Hatches	Good	Condition, how ascertained	By Exam.
" in way of sidelights	Good	Windlass	Good	Planking		(State if wedges removed.)	a +
Frames	Good	Have pumps been examined and found efficient?	Yes	Caulking		Equipment letter	
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Treenails		Anchors, No. of	3 Bower 1 stream
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Carches		" length	300 ftm mean diam 2 1/16
Floors	Good	Air and Sounding Pipes	Good	Timbers of Frame at openings		" (on board)	
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	" " at other places		" Rule length	270 ftm size 2 1/16
Stringers	Good			Stringers, Clamps & Shelves		Chain Locker	Good
Inner Bottom Plating	Good			Salting (State if examined.)		Hawsers & Warps	Sufficient
Have the Tanks been examined internally	Yes					Standing and Running Rigging	Good
Have the Tanks been tested?	Yes					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."

This vessel is in good and efficient condition and eligible in my opinion to be classed 100 A1 with date of drydocking 4,47 and notation of S.S. N.Yk. subject to shaft tunnel W.T. door being modified and controlled from bulkhead deck at Owners first convenient opportunity. (Bower anchor and 6 lengths of cable to verify). in italics.

Survey Fee (per Section 29)	\$1425.00	Fees applied for,	May 13 1947
Special Damage or Repair Fee (if any) (per Sec. 29)	\$	Received by no.	19
Travelling Expenses (if chargeable)	\$		
Second Surveyor's Fee (if any)	Late fee \$10.00		
	Rigging \$25.00		

Committee's Minute NEW YORK MAY 7 1947

Character Assigned 100 A1 - 4, 47 N.Yk. subject

Classed 4, 47 N.Yk. (50) 50



47695

boats examined and found or placed in good condition.
 All deep and O.F. tanks, D.B. tanks and F & A peak tanks tested.
 Cargo battens are fitted in all holds and tween decks and are in good order.
 Striking plates or their equivalent found under all sounding pipes.
 The anchors and cables ranged and examined but the marks on this original equipment were illegible and could not be verified from the endorsed certificates issued by the American Bureau of Shipping particulars of which are shown on Report 1.
 The Owners at this time placed on board the vessel 6-15 fthm lengths of 2 1/16" cable and 1 bower anchor bringing the total equipment up to 300 fthm cable, 3 bower anchors and 1 stream anchor.
 Particulars of this new equipment could not be obtained at this time. A hinged W.T. door is fitted in aft bulkhead of engine room giving access to shaft tunnel and the necessary alterations to bring this into conformity with the Society's regulations forms a subject of the vessels class. A hinged W.T. door 63" x 26" with 18" sill is fitted in forward bulkhead of No. 4 tween deck P.S. (door closed L.W. and always accessible from engine room)
 The survey for Freeboard assignment has now been completed and provisional freeboards have been assigned and verified.
 Hatch locking bars are fitted on all upper deck hatches.
 Alterations and additions:- The magazine in the tween decks aft has been modified to form a ballast tank, the boundary bulkheads being strengthened in accordance with plan approved by the New York office. The tank is drained overboard by a scupper (p&s) fitted with S.D.N.R.V. with extended spindle controlled from the upper deck. The ballast tank tested on completion and proven satisfactory.
 The laundry in the midship tween deck on this particular "Liberty" vessel has been

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
PH 30641	2nd "																
	3rd "																
	Collective Weight			8430 lbs						12700 lbs				Power Steelless	Pittsburgh Steel Foundry Corporation	American Bureau	
	Stream																
	Kedge																

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

X particulars to be verified see letter 9.9.47.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
PH 30543	15 Fathoms.	2 1/16 Ins.	243.930	341.510	3670 lbs						C.S. Stud.	National Malleable Steel Castings Co. Sharon PA.	American Bureau

retained and the existing overboard sink discharge has been fitted with an additional automatic N.R. valve to meet Rule requirements. A number of minor alterations in accommodation effected at this time.

E & T Repairs:- About 1300 ft. of heavily corroded bottom shell seam and butt welding cut out and re. E.W. defective frame rivet points P & S E. built up with E.W. and made

natural importance effected at this time.

see below or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

