

(Received at London Office 31 MAY 1947)

No.

47695

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. 46250 Survey held at New York Date, First Survey Feb. 27th Last Survey April 10th 1947
(No. of Visits 18)

on the ~~WSSA, DEXX, YX~~ Steel

S.S. "VIKDAL" ex "JOHN MASON"

TONNAGE:—

Built at South Portland, Maine By whom New England Shipbuilding Corp. When 1943 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

Managers Johan Rasmussen & Co.

Port belonging to Panama

Surveyed Afloat or in Dry Dock?

Name of Dock

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. 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

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (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. (State if wedges removed.)
" in way of sidelights Good	Windlass Good	Planking	Equipment letter a
Frames Good	Have pumps been examined and found efficient? Yes	Caulking	Anchors, No. of 3 Bower 1 stream
Reverse Frames Good	Have Sluice Valves been examined and found efficient? Yes	Treenails	Cables (State if now ranged) Yes
Longitudinals	Have Watertight Doors been examined and found efficient? Yes	Breasthooks & Stemson	" length 300 ftm mean diam 2 1/16 (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient? Yes	Transoms, Pointers & Carthes	" Rule length 270 ftm size 2 1/16
Floors Good	Air and Sounding Pipes Good	Timbers of Frame at openings	Chain Locker Good
Keelsons Good	Doubling Plates under Sounding Pipes Good	" at other places	Hawsers & Warps Sufficient
Stringers Good		Stringers, Clamps & Shelves	Standing and Running Rigging Good
Inner Bottom Plating Good		Salting (State if examined.)	Sails
Have the Tanks been examined internally Yes			
Have the Tanks been tested? Yes			

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
Special Damage or Repair Fee (if any) (per Sec. 29) \$12.00
Travelling Expenses (if chargeable) \$
Late fee \$10.00
Rigging \$25.00
Second Surveyor's Fee (if any)

Fees applied for, May 13 1947
Received by me, 19

Committee's Minute

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

Noted for oil fuel

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

S. 4, 47

8/ 47695.

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

at this tin

LR

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.