

TONNAGE:—
GROSS 71.76
UNDER DK. —
NET 4380

Built at Portland, Oregon By whom Oregon Shipbuilding Company When 1943
Owners A/S Warholm Owners' Address Christiansand
Managers Holman and Warboen (if not already recorded in Appendix to Register Book).
Port belonging to Oslo

veyed Afloat or in Dry Dock? Both Name of Dock Maryland Drydock Co. Destined Voyage —

DBorDBa feet; uE&B feet; f feet
l capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

st Report, No. Port

Medical 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 affecting this case.

image 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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 (contemplated)	

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?

IRS, OR EXAMINATION AS PER RULE, FOR Special Survey for Contemplated Classification.

The above named vessel (Liberty type EC2-S-C1) has now been bought by the above named Owners and submitted Special Survey and freeboard assignment.

Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. Holds, peaks, tween decks and machinery spaces examined.

Double bottom tanks, peak tanks, deep tanks and O.F. bunkers examined internally and all except Nos. 1, 3, and 6 double bottom and Nos. 1, 2, and 3 deep tanks tested as per Rule.

Anchors and chains ranged and examined, also decks, chain locker, masts, rigging and general equipment, hatch coverings, covers and supports, ventilators, casings, steering gear, windlass, W.T. doors and air and sounding pipes examined. Freeboard marks verified.

Port War defense structures and fittings removed and permanent ballast removed from hold bilges.

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

NT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
of Decks	"	Bulkheads	"	Engine Room Skylights	"	Copper, or Y.M. (State if on felt.)	When fitted, Month	Year
Fastenings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	Boats	Good	
Plating	"	Cement or Asphalt	"	Oil Bunkers	Good	Masts, Yards, &c.	"	
" in way of sidelights	"	Rudder	"	Scuppers	"	Condition, how ascertained by examination (State if wedges removed.)	Equipment letter	at
Frames	—	Steering gear and its connections	"	Cargo Hatchways	"	Anchors, No. of	3 B 1 S	
inals	—	Windlass	"	Hatches	"	Cables (State if now ranged)	Yes	
ses	—	Have pumps been examined and found efficient?	Yes	Planking	—	" length 270 fms. mean diamr. 2 1/16 CS		
	Good	Have Sluice Valves been examined and found efficient?	—	Caulking	—	" Rule length 270 fms. size 2 1/16 CS		
	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	Chain Locker	Good	
ottom Plating	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Hawsers & Warps	Sufficient	
Tanks been examined internally?	Yes	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	Standing and Running Rigging	Efficient	
Tanks been tested?	partly	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	Sails	—	

eral 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 being now, so far as seen, in good and efficient condition appears worthy to be classed 100 A1

record of survey Bal. 8-47 and notation of Special Survey Bal. 8-47 subject to Nos. 1, 3, 5, and 6 double bottom

s and Nos. 1, 2, and 3 deep tanks being tested to Rule requirements, also to the tunnel watertight door being

red to comply with the Rules at the first opportunity and to 60 fathoms chain cable being tested to Rule

irements.

ee (per Section 29) £ See First :
Damage or Repair Fee (if any) £ Entry Report
er Sec. 29)
g Expenses (if chargeable) £ : :
Surveyor's Fee (if any) £ : :
Fees applied for,
— 19
Received by me,
— 19

Committee's Minute
Character Assigned 100 A1 (Classification contemplated)
SS partly held
Docking date 8.47
Examined 8.47
Subject

NEW YORK OCT 8-1947
Surveyor to Lloyd's Register of Shipping.
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N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

60 fathoms of chain cable to be tested. (Certificate for 210 fathoms only produced.)

ANCHORS.

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.