

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 30/7/41 19 41 When handed in at Local Office 31/7/41 Port of Philadelphia, Pa. U.S.A.  
No. in Reg. Book. Survey held at Chester, Pa. Date, First Survey July 17<sup>th</sup> Last Survey July 26<sup>th</sup> 19 41  
(No. of Visits 4)

F. Supp 80343 on the Wood, Iron or Steel T.S.M.V. "NORDEEN"

TONNAGE:— Built at NAKSKOV By whom NAKSKOV Skibs A/S When 1937<sup>th</sup> 5<sup>th</sup> MONTH.

GROSS 4700 Owners UNITED STATES MARINE MARITIME COMMISSION Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK 4091 Managers Port belonging to Panama  
NET 2778

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Sun S.B. & S.A. Co. Destined Voyage

ellDBorDBa feet; uE&B feet; f feet  
tal 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.

ast Report, No. 7996 Port Phil.

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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

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).
100A1 with freeboard 6.39	Lmc 5.37 C.L.
Carrying Cargo oil F.P. above 150°F in midship deep tank Surveys delayed	

Society's Freeboard (if assigned) as painted on Ship and now verified

Damage Report attached herewith

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Damages & Repairs:-

Vessel placed on Dry Dock, Shell and Rudder cleaned, examined and coated.  
Damage Repairs:- Two incidents in way of shell seam immediately below 2nd Deck on Port after quarter, stated to have been caused by tug boat while lying at Northern Metal Co's pier at Tacoma. rivets cut out of seam plating failed, rivetted and caulked. Hose tested and proven tight. Anchor Chain Ranged, 4 loose studs El welded, Chain Locker cleaned and coated. Wood Hatch covers placed in good condition.  
Wear & Tear Repairs:- All wood decks recaulked.

Vessel taken over by U.S. Maritime Commission, under management of United States Lines. Transferred to Panamanian Registry, Port of Panama. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								2 small incidents in shell seam, Port After Quarter. 20 rivets released, failed, rivetted
Removed and Failed or Repaired								
Failed or Repaired in place								

## PRESENT CONDITION OF THE

Plating	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	When fitted, Month	Year
Plating of Decks	✓	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	Boats	Good	
Platings	✓	Cement or Asphalt	✓	Oil Bunkers	✓	Masts, Yards, &c.	Condition, how ascertained	from deck
Platings & Fastenings	✓	Rudder	✓	Scuppers	✓	Equipment letter	(State if wedges removed.)	at
Side Plating	✓	Steering gear and its connections	✓	Cargo Hatchways	✓	Anchors, No. of	3B 15	
" " in way of sidelights	✓	Windlass	✓	Hatches	✓	Cables (State if now ranged)	Ranged	
Platings	✓	Have pumps been examined and found efficient?	✓	Planking	✓	" length 270 fms mean diamr. 2 5/16 (on board) 270 fms 2 5/16	Rule length as approved size as approved	
Platings	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Chain Locker	Good	
Platings	✓	Have Watertight Doors been examined and found efficient?	Good	Treenails	✓	Hawsers & Warps	Sufficient	
Platings	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	✓	Standing and Running Rigging	Good	
Platings	✓	Air and Sounding Pipes	✓	Timbers of Frame at openings	✓	Sails	✓	
Platings	✓	Doubling Plates under Sounding Pipes	✓	" " at other places	✓			
Platings	✓			Stringers, Clamps & Shelves	✓			
Platings	✓			Salting (State if examined.)	✓			

## General Observations, Opinion as to Class, Recommendation, &amp;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 as now seen is in good condition and eligible in my opinion to remain as Classed with Fresh Record of Survey 7/41, and, as per Circular # 1772, to have notation of "Examined 7/41" valid for 12 mos (See N.Y. letter)

Survey Fee (per Section 29) Examination \$ 50.00  
Special Damage or Repair Fee (if any) (per Sec. 29) \$ 50.00  
Travelling Expenses (if chargeable) \$ 4.00  
Second Surveyor's Fee (if any) £

Fees applied for, 5 Aug. 1941  
Received by me, 19

T. H. Dransoff  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100A1 with freeboard

carrying cargo oil F.P. above 150°F in midship deep tank. Examined 7.41. PHL. T.S. 7.41. (Deferred) 80 to 100

NOTE-DBS PARTLY HELD.



Had


11. Careless Presses 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.

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*If Stockless, state Mechanical Test.*

N.B.—

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Lloyd's Register  
Foundation

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