

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th May, 1944 When handed in at Local Office 18th May, 1944 Port of Baltimore, Maryland
No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey 28th Aug. 1943 Last Survey 20th March 1944
22098 on the ~~Woodlark~~ Steel M. V. "GOIAPPO" (No. of Visits 42)

TONNAGE:— Built at Naksoy By whom Naksoy Skiba A/S When 1937 12
GROSS 7279 Owners ~~U. S. Army Transport Service~~ Owners' Address —
UNDER DK. — Managers United States War Shipping Admin. Port belonging to United States
NET 5155

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co. Destined Voyage —
Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet 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. 5449 Port N.O.

(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.

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 —

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alterations.

CONTINUOUS SURVEY

The vessel has been acquired by the U. S. Army Transport, extensive alterations effected in her conversion to a troopship and it was desired to retain this Society's classification. Two sister vessels, the Aconcagua has been completed and the Imperial is being dealt with similarly.

Vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. All damage, cargo battens and clips also ceiling and limber boards removed, all parts cleaned and recoated as necessary. All passenger accommodations, including public rooms, toilets and bathrooms, refrigeration insulation, trunking, etc. removed and new accommodation suitable for troops and troop officers installed with galleys, mess rooms, toilets etc. Ships side plating and deck heads in way of new living quarters where exposed to weather insulated.

The side shell openings forward between "B" and "C" decks completely plated in. The short well deck aft between frames 20 and 32 completely plated over and side shell plating extended to "B" deck. The No. 5 hatchway

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

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Fels.)	—
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	—
Coamings	"	Cement or Asphalt	—	Oil Bunkers	—	Year	—
Beams & Fastenings	"	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	—	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	—	Condition, how ascertained	from dk.
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	—	(State if wedges removed.)	at 2
Reverse Frames	"	Have Sticse Valves been examined and found efficient?	—	Caulking	—	Equipment letter	3 B 1 S
Longitudinals	—	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	Anchors, No. of	3 B 1 S
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Cables (State if now ranged)	Yes
Floors	—	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	" length 270 fms. mean diam. 2" C.S. (on board)	2 5/16"
Keelsons	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" Rule length 270 fms. size 2 5/16"	—
Stringers	Good			" " at other places	—	Chain Locker	Sufficient
Inner Bottom Plating	"			Stringers, Clamps & Shelves	—	Hawsers & Warps	Efficient
Have the Tanks been examined internally?	No			Salting	—	Standing and Running Rigging	Efficient
Have the Tanks been tested?	Yes			(State if examined.)	—	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."

The vessel being now so far as seen in good and efficient condition appears worthy to remain as classed with record of survey Bal. 3,44.

Survey Fee (per Section 29) Alterations: \$1050.00
Special Damage or Repair Fee (if any) (per Sec. 29) —
Travelling Expenses (if chargeable) —
Late Fee 10.00
Second Surveyor's Fee (if any) —
Telephone 9.00
Fees applied for, May 18, 1944
Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 3,44 BAL.

NOTE—
ELEC.
LIGHT
CL
(PRINTED IN U.)

DELETE — LLOYD'S RMC. P.43.
AND PARTS, REF. MACHY.

NDB MADE '10 REFITTED '44. 150 LBS. PER D.
D.B.S. 3,44. T.S. 3,44.

009440-009450-0159

Is Certificate required? If so, to be sent to

All cargo doors in side shell plating permanently closed, joints electrically welded and afterwards hose tested.

New fresh water tank each side of tunnel in No. 4 Hold also new deep fresh water tank just forward of machinery space bulkhead in No. 3 Hold built to approved plans. All tanks, double bottom, peaks and new fresh water tanks tested in dry dock as per Rule and ceiling re-laid on double bottom tank tops.

A new mechanical ventilating system installed throughout vessel, new supply and exhaust ventilators built, adequately supported and all openings capable of being closed with hinged steel flaps.

Hatchways Nos. 1 and 4 partly plated over using existing hatch beams welded in place and additional intermediate beams fitted. Steel companionways built on same. Two new steel companionways built just forward of No. 5 hatchway on "B" deck and two portable steel companionways built in No. 2 hatchway. All companionways substantially constructed and closed with hinged steel W.T. doors. Exposed entrances on "B" deck closed with hinged steel W.T. doors and all such doors throughout/vessel fitted with steel W.T. emergency escape panels.

650 tons of permanent ballast (concrete steel blocks) fitted in holds; wood trunkways built around and above manholes for access to double bottom tanks. Cargo battens refitted in all lower holds.

All electric cargo cranes (3 ton), the 10 ton and 30 ton cargo derricks overhauled, a lifting test afterwards carried out satisfactorily and a report of same issued.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

The following plans (11) were approved in connection with the alterations, are being retained for the sister vessel "IMPERIAL", and will be forwarded with the report on the vessel.

Alteration to Hatch No. 1; Bhds. for Boiler Space "E" to "C" Dks. - Frs. 80 - 88)

Alteration to Hatch No. 4; Alteration to Hatch No. 5; "B" Deck & Shell plating "B" to "C" Deck
Fr. 20 - 32; shell plating frames 137 to 154 "C" Deck; fuel oil deep tanks Fr. 37 - 53 P & S;

F. W. Deep Tanks Frs. 81 - 88; Alteration to No. 1 Hatch "C" to "D" Deck; Booby Hatches;

Boiler Room Eh'd. Recess Port Side "E" to "D" Dks.