

REPORT of SURVEY for REPAIRS, &c.

Received at London Office MAR 15 1940 No. 39935
Date of writing Report 27 Feb 1940 When handed in at Local Office 19 Feb 27 40
No. in Survey held at New York Port of New York
Book. Date, First Survey and Last Survey 17 Feb 1940
877 on the Wood, Iron or Steel Lc. "LOUISIANAN" (No. of Visits 7)

TONNAGE:- Built at Seattle, Washington By whom J. F. Outtie & Co.
GROSS 5484 Owners American Hawaiian S.S. Co. When 1919
UNDER DEK. Managers
NET 3386
Surveyed Afloat or in Dry Dock? D.D. Name of Dock Bethlehem, Holden Destined Voyage U.K.
B=Cell D Bor DBa feet; uE&B feet; f
tal capacity tons. FPT tons; APT tons; MT feet tons.
N.B.-All alterations in the existing records should be underlined.

Last Report, No. Port
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER, Date of last Survey and of Periodical Surveys.
Machinery and Boiler Surveys (including date of N.B., in any).
Class contemplated.

Periodical Surveys, when held, must be reported in detail and serially 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
Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR General Examination with a view to classification.
Class see London Telegrams of January 1940.
How done:- Vessel placed in drydock, bottom and rudder cleaned and examined.
Bow plates B1 (pts) found set in, (stated by ice), but efficient scantling.
Stemframe solepiece, previously welded and reinforced, found slightly fractured. Fracture red cut and welded. Bottom, stated coated 12-39, not recoated at this time.
Holds, (ceiling not lifted), tween decks, engine and boiler spaces, spaces above peaks, poop, bridge & forecabin spaces generally examined and found satisfactory. Limbs lifted in way of stumps, stumps & structure in way found good.
Weather decks, hatchway coamings, beams, covers and battening arrangements, ventilator coamings, casings, windlass & steering gear (not opened up), masts & rigging, (examined)

MARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

ing of Decks	good	State if Tanks have been examined inside	no	Air and Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	(State if on File)
ings		State if Tanks now tested		Dblng. Plates under Sounding Pipes	✓	When put on, Month	Year
e & Fastenings		Bulkheads	good	Engine Room Skylights	good	Boats	2
ie Plating		Ceiling	not lifted	Coal Bunkers, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	good
thooks		Cement or Asphalt (State which.)	✓	Oil Bunkers	✓	Condition, how ascertained	from dict only
oms		Rudder	good	Scuppers	✓	(State if wedges removed)	✓
se Frames	good	Steering gear and its connections	see Report	Cargo Hatchways	good	Sails	✓
udinals		Windlass		Hatches	✓	Equipment letter	✓
verses		Have pumps now been examined and found efficient?	✓	Planking of Wood Vessels	✓	Anchors, No. of	33 15 1K
ns		Have Sluice Valves now been examined and found efficient?	✓	Caulking	ditto	Chain Locker	✓
ers		Have Watertight Doors now been examined and found efficient?	✓	Treenails	ditto	Cables (State if now ranged)	no
Bottom Plating		Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson	ditto	" length (on board) mean diamr.	✓
				Transoms Pointers, & Crutches	ditto	" Rule length	size
				Timbers of Frame at openings	ditto	Hawser & Warps	✓
				Ditto Ditto at other places	ditto	Standing and Running Rigging	✓
				Stringers, Clamps & Shells	ditto		
				Salting	ditto		
				(State if examined.)			

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."
This vessel is, in our opinion, in satisfactory general condition and eligible to proceed on her contemplated voyage.

Water/Capt
Tons
148
34
25
74
75 (QE)
Fee (per Section 20) \$100
Damage or Repair Fee (if any) £
ing Expenses (if chargeable) \$5
Surveyor's Fee (if any) £
mittee's Minute
NEW YORK FEB 28 1940
Fees applied for, Feb 19, 1940
Received by me, Feb 21, 1940
Surveyor, Lloyd's Register of Shipping
TUE. 19 MAR 1940
100A1
Lloyd's Register
Examined 2.40
010631-010639-00 47

LOUISIANAN."

examined from deck), & equipment generally examined and found satisfactory. There are 5 anchors (3B. 15, & 11½) on board and the equipment of chain cables, which was not ranged, is stated to consist of 270 fms. of 2¼" chain. The fore & after peak tanks, double bottom tanks & peak tanks were not opened for examination.

From the general examination now made, the vessel appears to be in good and well-kept condition and eligible to proceed on her contemplated voyage.

A copy of the Report issued to the New York Representatives of the British Ministry of Shipping and of the provisional Loadline Certificate are forwarded herewith. The provisional Loadline Certificate is based on freeboards assigned by the American Bureau, and L.R. marked on the vessel's sides.

The vessel has now been transferred to the British flag, but no particulars of Owners or Port of Registry have been received.

As it is understood that the new Owners will request the Society to class this vessel, an opportunity was taken of checking scantlings so far as possible while the vessel was under survey.

A partial First Entry Report is forwarded herewith, together with a copy of each of the following plans:-
Midship Section. Profile and Deck. Capacity Plan.

By K.

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.			
	1st Bower ...															
	2nd „															
	3rd „															
	Collective Weight.															
	Stream															
	Kedge.....															

If Patent state name of Patent.

If Stock state Mechanical Tar.

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

CHAIN CABLES.

[illegible]