

# REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 23rd June 1948 When handed in at Local Office 28th June 1948 Port of Baltimore, Maryland  
 o. in Book. Survey held at Baltimore, Maryland Date, First Survey 17th May, Last Survey 6th June, 1948  
 (No. of Visits 17)

2295 on the ~~Wood, Iron or Steel~~ S.S. "ZANGUEZOUR" (ex "FORT WOOD")  
 TONNAGE:— Built at Portland, Oregon By whom Kaiser Company, Inc. When 1944  
 GROSS 10,448 Owners Les Petrules D'Outre-mer Owners' Address 73 Avenue des Champs-Elysees, Paris  
 UNDER DK. — Managers — Port belonging to Le Havre  
 NET 6,301

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

LD Bor DBa feet; uE&B feet; f feet  
 al 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

odical 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.

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	
(Classification Contemplated)	
Carrying Petroleum in Bulk	
Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 2 3/4 ins.	

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

AIRIS, OR EXAMINATION AS PER RULE, FOR Special Survey for Contemplated Classification and Repairs.

The above vessel (T2-SE-A1 Tanker) has now been purchased by the above named Owners and submitted for special Survey and freeboard assignment. (See also First Entry and Freeboard Reports.)

Vessel placed on drydock, bottom and rudder cleaned, examined, and recoated. All shell plating sandblasted before recoating.

main cargo tanks, cofferdams, deep tanks, bunker and peak tanks, also double bottom tanks were examined internally and tested as per Rule.

dry cargo hold, fore and after peak spaces, and tween decks examined, also plating under sidelights.

line and boiler spaces and pump room examined.

ks, chain locker, masts, rigging, and general equipment examined, also hatch covers and coamings, ventilators, rigging, steering gear, windlass, and air and sounding pipes. (P.T.O.)

MARY 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		Good		Good		Good	
Deck	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	—
Plating	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	Year
Frames	"	Cement or Asphalt	—	Oil Bunkers	Good	Boats	Good
Fastenings	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"
Plating in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained Examined (State if wedges removed.)	—
Frames	"	Windlass	"	Hatches	"	Equipment letter	—
Fastenings	"	Have pumps been examined and found efficient?	Yes	Planking	—	Anchors, No. of	3 B 1 S
Plating	"	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	Yes
Fastenings	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	length 300 mean diam 2 5/16" (on board)	—
Plating	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	—	Rule length — size —	—
Fastenings	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	Chain Locker	Good
Plating	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	—	Hawsers & Warps	"
Fastenings	"			" " at other places	—	Standing and Running Rigging	"
Plating	"			Stringers, Clamps & Shelves	—	Sails	—
Fastenings	"			Salting (State if examined.)	—		

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 in good and efficient condition appears worthy to be classed 100A1 with record of survey Balt. 6-48, and notation of Special Survey Balt. 6-48.

See: :	Fees applied for,
First :	19
Entry :	Received by me,
Report :	19

nittee's Minute.  
 Character Assigned Classification Contemplated.  
 COMPLETE  
 S.O. 20148  
 NEW YORK JUN 30 1948  
 T.S. 5,48.  
 Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register of Shipping  
 010824-010834-0173

Is Certificate required? If so, to be sent to

S.S. "ZANGUEZOUR" (ex "FORT WOOD") Hull Continued

Anchor and cables ranged and examined. ✓  
 Shell and bulkheads in way of strum boxes examined. ✓  
 Freeboard verified. ✓  
 All war emergency structures and fittings removed.  
 Riveted straps have now been fitted (p & s) to upper deck and to bottom plating and with necessary stoppers where straps cross bulkheads. The upper deck straps are 12 1/2" wide x 40.8# and bottom straps 12 1/2" x 35.1#. A lifting test was witnessed on the two five-ton derricks forward, a load of 6 1/4 tons being applied by means of wire rope and a spring balance.  
 Done for W. & T. Repairs:- A number of fractures were found in the longitudinal bulkheads of No. 6 centre and No. 3 starboard wing tanks, these being veed out and welded on both sides. Rudder inspection plates removed, pintles examined, pintle nuts hardened up, plates replaced and rudder satisfactorily tested.  
 A number of minor repairs were also effected at this time.

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.

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

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

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

Iron Stream Chain or Steel Wire

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

