

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th July 1943 When handed in at Local Office 30th July 1943 Port of MOBILE, ALABAMA

No. in Survey held at MOBILE Date, First Survey 26/6/42 Last Survey 2nd July 1943
Reg. Book. (No. of Visits 87)on the ~~Mobile~~ Steel Tug M.V. "ST. JAMES" (ex "WILLIAM C. McTARNAHAN")TONNAGE:— Built at Mobile, Ala. By whom Alabama D.D. & S.B. Co. When 1941 7
GROSS 7302 Owners U.S. WAR SHIPPING ADMINISTRATION Owners' Address
UNDER DK. 6149 Managers Port belonging to Wilmington, Del.
NET 5826

Surveyed Afloat or in Dry Dock? both Name of Dock Ala. D.D. & S.B. Co. Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
Particulars of Classification (which must be inserted 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 5594 Port N. O.

(Periodical 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.)

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 yes

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft 5 1/2 ins.

Owners' Representative.

Was a damage report made by anyone else? if so, by whom? Yes. U.S. Salvage

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated sustained (1) by grounding on Diamond Shoals April 18, 1942 and (2) by enemy action off Mississippi River in May 1942.

Vessel placed on drydock, bottom and rudder cleaned, examined, placed in good condition and re-coated.

Decks, casings, coamings, ventilators, closing arrangements etc. examined and now placed in order.

DAMAGE (1) (Numbers from forward)

Starboard Side

"B" stake plates Nos. 3 & 4 faired in place.

Port Side

"A" stake plate No. 3 faired in place.

"B" stake plate No. 3 faired in place.

"C" stake plate No. 4 faired in place.

"D" stake plate Nos. 3 and 4 faired in place.

(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	83	38	-	Renewed	7	Renewed	8	Transverse & longitudinal bulkheads, etc. part renewed
Removed and Faired or Repaired	27	10	-	in Eng. Room.	8	in Eng. Room.	7	or repaired, Nos. 1, 2, 3 tanks & Eng. Rm. Aft deck house, gallery decks etc. renewed.
Faired or Repaired in place	11	-	-	-	-	-	-	

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	-
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	-
Coamings	"	Cement or Asphalt	-	Oil Bunkers	"	Year	-
Beams & Fastenings	"	Rudder	good	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained (State if wedges removed.)	from deck
Frames	-	Have pumps been examined and found efficient?	yes	Planking	-	Equipment letter	A 2
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	3 & 1
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes	Treenails	-	Cables (State if now ranged)	yes
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stomson	-	" length	240 mean diamr. 2" DIALOK
Floors	"	Air and Sounding Pipes	yes	Transoms, Pointers & Crutches	-	" Rule length	270 size 2-5/16"
Keelsons	"	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings	-	Chain Locker	good
Stringers	"			" " at other places	-	Hawsers & Warps	"
Inner Bottom Plating	"			Stringers, Clamps & Shelves	-	Standing and Running Rigging	"
Have the Tanks been examined internally?	yes			Salting (State if examined.)	-	Sails	-
Have the Tanks been tested?	yes						

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel, as now seen.

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."

is in good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 7,43 in the Register Book.

(30 fathoms chain cable to supply.)

Survey Fee (per Section 29) £
Special Damage & Repair Fee (if any) \$2400.00
Travelling Expenses (if chargeable) £ 43.00
Second Surveyor's Fee (if any) £
Late Fees 13, 20/6/43 20.00
Committee's Minute

Fees applied for, Aug. 13 1943

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Character Assigned

7, 43 MOB. subject Equipt.
N.E. 7, 43. FITTED 7, 43. NDB. 43. (1104 BS. PER D⁴)
LMCR 7, 43. T.S.N. 7, 43.Lloyd's Register Foundation
011800-011804-0409 1/2

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Annual freeboard survey held at this time and new certificates issued on account of change of name. Markings verified and found correct.

OWNERS' REPAIRS

8
WHERE -
The aft end of vessel has been stiffened at this time by fitting two horizontal shelves from sternframe to aft peak bulkhead and continuing with stringers to aft engine room bulkhead with brackets from engine room bulkhead to longitudinals in engine room. (Please see drawing attached for details.) Also a 1-1/4" shoe plate fitted aft approximately 21 feet long and fitted with 3/4" plate brackets, the whole being filled in with cement.

RR



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