

REC'D NEW YORK OCT 2 1951

(Received at London Office)

19 NOV 1951

No. 6497

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Sept. 11, 1951 When handed in at Local Office Sept. 11, 1951 Port of Newport News, Virginia

No. in Reg. Book 69158 Survey held at Newport News, Va. Date, First Survey June 11th Last Survey Aug. 7th, 1951
(No. of Visits 22)

69158 on the Wood, Iron or Steel S/S "MOBILUBE"

YEAR MONTH
1939 6

TONNAGE:—
GROSS 10,222
UNDER DK. 9139
NET 6181

Built at Sparrow's Pt., Md. By whom Bethlehem Steel Co., S.B. Division. When 1939

Owners Socony-Vacuum Oil Co., Inc. Owners' Address (if not already recorded in Appendix to Register Book) New York
Managers - Port belonging to New York

Surveyed Afloat or in Dry Dock? - Name of Dock N.N.S. & D.D.Co. Destined Voyage -

Cell/D/Bor/D/BA - feet; uE&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)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100-A-1 10.50	*IMC 2.48
Reclassified 2.48	B.S. 9.50
as S.Fo. 2.48	T.S. (CL) 9.50
Carrying Pet. in bulk; fitted for oil fuel 6.39; F.P. above 150°F.	

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. 6391 Port NNS

Yes Now

(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 -

Society's Freeboard (if assigned) as painted on Ship and now verified - ft. - ins.

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey.

Vessel placed in dry dock, keel, bottom, hull, stem, stern frame and rudder, cleaned, examined and coated. Examined decks, caulking, coamings, beams and fastenings, outside plating, longitudinals, frames, reverse frames, transverses, floors, keelsons, stringers, bulkheads, double bottom tanks, cargo tanks, cofferdams, pump rooms, engine and boiler room spaces, ventilators and ventilator coamings, hatchways and covers, scuppers, air vent pipes, sounding pipes, fore and after peak tanks, chain lockers, dry cargo holds, deep tanks, oil bunkers and sump. Masts and standing rigging, boats, anchor windlass and steering gear, engine room, skylights, water and weathertight doors.

NOW DONE: Scattered wasted rivets in forward keel plates, caulked and built up by electric welding and approximately 500 scattered rivets in shell plating renewed.

HAH strike & keel plate on port and starboard sides of stern frame, cropped and insert plates.

SUMMARY OF DAMAGE REPAIRS:	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	DR. Plates	Other Items
Renewed		1						
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	1							

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Plate) <u>-</u>
Caulking of Decks <u>Good</u>	Ceiling <u>-</u>	Coal Bunkers, Openings, Covers, &c. <u>-</u>	When fitted, Month <u>-</u> Year <u>-</u>
Coamings <u>Good</u>	Cement or Asphalt <u>-</u>	Oil Bunkers <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>from Deck</u>
" " in way of sidelights <u>Good</u>	Windlass <u>Good</u>	Hatches <u>Covers - Good</u>	(State if wedges removed.)
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>-</u>	Equipment letter <u>F</u>
Reverse Frames <u>Good</u>	Have Sluice Valves been examined and found efficient? <u>Yes</u>	Caulking <u>-</u>	Anchors, No. of <u>3 Bowers 1 Stream</u>
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Treenails <u>-</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson <u>-</u>	" length <u>300 FMC</u> mean diam. <u>2 5/8"</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>-</u>	(on board) <u>300</u> size <u>2 5/8"</u>
Keelsons <u>Good</u>	Doubling Plates under Sounding Pipes <u>Yes</u>	Timbers of Frame at openings <u>-</u>	Chain Locker <u>Good</u>
Stringers <u>Good</u>		" " at other places <u>-</u>	Hawsers & Warps <u>Sufficient</u>
Inner Bottom Plating <u>Good</u>		Stringers, Clamps & Shelves <u>-</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally? <u>Yes</u>		Salting (State if examined.) <u>-</u>	Sails <u>-</u>
Have the Tanks been tested? <u>Yes</u>			

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."

This vessel, where seen is in good condition, and eligible in our opinion to be continued as now classed, and have the notation SS NNS -8-51 made in the Register Book in the case of this vessel.

Survey Fee (per Section 29)	\$330.00	Fees applied for, 28/9/ 1951
Special Damage or Repair Fee (if any) (per Sec. 29)	\$230.00	
Travelling Expenses (if chargeable)	\$20.00	
Second Surveyor's Fee (if any)	\$	Received by me, 19

N. D. Wardle & John Lewis
Surveyor to Lloyd's Register of Shipping.

NEW YORK OCT 24 1951

Committee's Minute

Character Assigned 8.51 - NNS.

S.S. NNS - 8.51

L.M.C. 8.51 T.S.N. 8.51

N.E. 46 FITTED 8.51

CERTIFICATE WRITTEN. (7.4.52)



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Is Certificate required? If so, to be sent to

(Sheet #2)

S/S "MOBILUBE"

7' long x 4'-6" wide x 1.1/8" thick, installed by electric welding, to give additional strength to lower section of stern frame.

Stern Frame:- Pitted areas chipped to good material and built up by welding.

Rudder: Disconnected and moved to shop, together with upper stock. Upper stock machined in way of bearing and stainless steel liner fitted, 36" long x 3/8" thick; bushing rebored to suit new diameter of stock sleeve, rudder carrier plate and bearing surface of housing for same, machined and oil grooves recut. Rudder pintles removed, examined, machined true and replaced. Gudgeon holes checked for alignment and micarta pintle bushings renewed. Rudder replaced, all parts reassembled, rudder tested and found satisfactory.

Shell plating: Starboard side shell longitudinal, 9th from top cropped and renewed between frames No. 47 & 48 for a length of 12 feet. Shell plating in way, released, faired in place and reriveted.

Port and starboard anchors and chain ranged, cleaned, examined and coated - Chain lockers cleaned, examined and coated.

All main cargo tanks, ~~upper tanks~~, double bottom tanks, forward deep tanks and cofferdams, examined internally, tested, examined in way of shell, bulkheads and decks and found or placed in good order. Cracks in bulkhead plating between Nos. 6 & 7 centre, 6 & 7 port and starboard wing; 7 and 8 centre and 7 & 8 port and starboard wing tanks, veed out and repaired by welding. Reinforcing doublers installed in way of bottom longitudinals on after side of bulkheads of each centre cargo tank.

Air vent lines:- One 14' section renewed from #2 centre cargo tank, one 4' section renewed from No. 7 starboard cargo tank.

Port lights and dead lights completely overhauled throughout vessel, all broken glasses renewed and gaskets renewed as found necessary.

Fore and mainmast stays: Turnbuckles and shackles opened up, examined together with stays, replaced, preserved and canvas booting renewed. Two turnbuckles and 2 deck pads for same renewed on main mast stays.

Handrails - approximately 20' section renewed, port side of poop deck.

Shell, decks, bulkheads and tank internals, thickness of plating verified by electric calipers and scattered test holes drilled and checked with readings obtained.

Drilling sheet attached.

N. D. Wardle + John Sims



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