

11 APR 1950

No. 9507

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 10th Mar 1950 When handed in at Local Office 19 Port of SAN FRANCISCO  
No. in Reg. Book. Survey held at Alameda, California Date, First Survey and Last Survey 24th Feb. 1950.  
(No. of Visits One)

19339 on the ~~Wood~~ ~~hopper~~ Steel W. S. S. "MONTEREY"

TONNAGE:— Built at Quincy, Mass By whom Bethlehem S. B. Corp., Ltd. When 1932 4  
GROSS 18,170 Owners Oceanic S. S. Co. Owners' Address —  
UNDER DK. Managers Matson Navigation Company Port belonging to San Francisco  
NET 10,224

Laid Afloat or in Dry Dock? Name of Dock Destined Voyage

Bor DBa feet; uE&B feet; f feet  
Capacity tons. FPT tons; APT tons; MT feet tons.  
Only alterations in the existing records of tanks should be inserted.  
B.—All alterations in the existing records should be underlined.

Report, No. 9319 Port S. fo.

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 with	L.M.C.
Freeboard 9.46	M.S. 6.43
SS S.Fo. No. 3	B.S. 9.45
3.44	TS CL S.N 3.44
	WTB. P.N 4.46
Fitted for oil fuel	4.32 F.P.
above 150°F.	

U.S. Salvage Ass'n. Surveyor.

Was a damage report made by anyone else? if so, by whom? U.S. Salvage Ass'n. Surveyor.

RS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND INTERIM CERTIFICATE SEE SPL. NOTE S.R.L.

W DONE: At the request of the Owners' Representative on account of damage stated to have been sustained by vessel being struck by U. S. Navy Tanker YO 197 while moored alongside U. S. Maritime Commission Shipyard, Alameda, California on the 21st February 1950 at 3:05 P.M. Vessel examined afloat in "Laid Up" condition.

Shell plate port H 12 set in from frame 115 to aft end.

Shell plate port G 11 set in on top landing edge from frame 112 to 115.

Shell plate port J 12 set in on bottom landing edge from frame 112 to 115.

Shell frame port No. 114 badly buckled from deep tank top to 14 feet below.

Shell frames port Nos. 112, 113 and 115 buckled from deep tank top to 14 feet below

(OVER)

ARY 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								

NT CONDITION OF THE

of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Fastenings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Plating	Cement or Asphalt	Oil Bunkers	Boats
" in way of sidelights	Rudder	Scuppers	Masts, Yards, &c.
Frames	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
inals	Windlass	Hatches	Equipment letter
es	Have pumps been examined and found efficient?	Walking	Anchors, No. of
	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
	Have the Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stenson	" Rule length size
tom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Tanks been examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Tanks been tested?		" " at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

ral Observations, Opinion as to Class, Recommendation, &amp;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 is eligible, in my opinion, to remain as classed without fresh record subject repairs to shell plating, etc., in way of No. 10 Port fuel oil tank being carried out before vessel is recommissioned.

Committee's Minute  
Character Assigned  
Fees applied for, 10 Mar 1950  
Received by me, 19

NEW YORK MAR 22 1950  
Laid up pending Survey

014513-014530-0041



S. S. "MONTEREY"

NOW DONE  
(Con't.)

Port Deep tank top beams Nos. 114 and 113 buckled at shell connection.  
Upper stringer in Port deep tank buckled from frame 115 to 110.

Upper stringer brackets at frames 113 and 114 badly buckled

Stringer shell connecting angles in 5 frame spaces badly buckled

Two stringer transverse tie plates slightly buckled.

As the vessel is at present "Laid Up" the Owners requested that repairs be deferred until re-commissioning work is commenced. As the damage is confined to the shell plating and fittings of No. 10 port deep fuel tank this request merits favourable consideration.

Recommend repairs be carried out before vessel is recommissioned. Group "A"  
defect. No repairs effected at this time.

Certificate B issued to Owners and copy herewith.

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													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collective Weights															
	Stream															
	Kedge															

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

## CHAIN CABLES.

[illegible]

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.