

Rpt. 8.

WRECK SECTION.

(Received at London Office)

No.

45665

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th Oct. 1944 When handed in at Local Office 31st Oct. 1944 Port of New York
No. in Survey held at New York Date, First Survey 13th Sept. Last Survey 14th Oct. 1944
Reg. Book. 87050 on the ~~W.S. 1000~~ Steel S.S. "VACUUM" (No. of Visits 10)
TONNAGE:— Built at Oakland, Cal. By whom Moore S.B.Co. When 1920 5
GROSS 7020 Owners U.S. War Shipping Administration Owners' Address. —
UNDER DK. 6444 (if not already recorded in Appendix to Register Book).
NET 4329 Managers. — Port belonging to New York

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corp. Destined Voyage —
Cell DBor DBa feet; uE&B feet; f Brooklyn, N.Y.
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. 5713. Port New York.

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 —

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A1 3,44	*LMC 9,37
Examined 12,43	BS 4,43
s.s. Bal. No. 3-6,33	TS CL 12,41
s.s. N.Yk. No. 1-37	
Carrying petroleum in bulk	
Fitted for O.F. 5,20 F.P. above 150°F.	
Society's Freeboard (if assigned) as painted on Ship and now verified }	5 ft. 11 ins.

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

Repairs, OR EXAMINATION AS PER RULE, FOR General Examination.

V DONE: Vessel placed in dry dock, shell, bottom and rudder cleaned, examined and coated.

General examination made of all cargo and summer tanks, dry cargo spaces, cofferdams, bunker tanks, fore room, fore and aft peak tanks, machinery spaces, structures under boilers, decks, casings, ventilators, oil hatches and covers, closing appliances, general equipment, steering gear and windlass. Freeboard verified and certificates renewed. Chain cables ranged and examined, chain locker cleaned, examined and coated and cables replaced.

R & Tear Repairs: 30 fms. chain cable found under renewal/line, now removed from vessel and replaced by 30 fms. of 2-5/16" dia. For further particulars please see back of report.

Cargo tanks Nos. 1, 5, 7 & 10 filled with water to main deck, a number of doublers fitted on bulkheads, 3rd, 4th and 5th strakes from top tanks, tested and proven tight, all remaining tanks tested 8ft. (PTO)

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

GENERAL CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. — (State if on Felt.)
of Decks	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month — Year —
"	Cement or Asphalt	—	Oil Bunkers	Good	Boats — Good
Fastenings	Rudder	Good	Scuppers	"	Masts, Yards, &c. —
ating	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained (State if wedges removed.)
" in way of sidelights	Windlass	"	Hatches	"	Equipment letter a*
imes	Have pumps been examined and found efficient?	—	Planking	—	Anchors, No. of 3B, 1S, 1K
ls	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged) — yes
Plating	Have Watertight Doors been examined and found efficient?	None	Treenails	—	" length 255 fms mean diam. 2-5/16" (on board)
ks been examined internally? Yes	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	" Rule length 270 fms size 2-5/16"
ks been tested? Yes	Air and Sounding Pipes	—	Transoms, Pointers & Crutches	—	Chain Locker — Good
	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	Hawsers & Warps — Stated sufficient
			" " at other places	—	Standing and Running Rigging — Good
			Stringers, Clamps & Shelves	—	Sails —
			Salting	(State if examined.)	

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 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 in safe condition and eligible, in my opinion, to remain as now classed period of 12 months with fresh record of survey 10,44 and notation of "Examined 10,44".

GE	\$ 90.00	
(per Section 29)	£	:
Repair Fee (if any)	\$110.00	:
Sec. 29) Sun. Fee.	10.00	:
Expenses (if chargeable)	\$ 2.00	:
Surveyor's Fee (if any)	£	:

Fees applied for,

Nov 13 1944

Received by me,

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Committee's Minute

NEW YORK NOV 8. 1944

Character Assigned

10,44 N.Yk. subject.
Examined 10,44 N.Yk.
B, S, 10,44. T.P. 9,44.

Surveyor to Lloyd's Register of Shipping.

FRI 29 NOV 1946

Laid up pending survey

White N.Yk.

Is Certificate required? If so, to be sent to

head and proven tight. Fore and aft peak tanks tested and proven tight. Oil bunker tanks tested and proven tight.

"D" strake plate No.4, s.s., found fractured, removed and renewed.

A number of scattered shell rivets and seam portions caulked and electric welded.

Port side bilge keel midships approx. 10' cropped, faired and replaced.

Hinged WT doors on poop bulkhead opening renewed.

Hinged WT doors forward of bridge openings renewed.

Cement box in paint locker bulkhead removed and doubler fitted, tested and proven tight.

Main deck, s.s., No.3 plate from forecastle bulkhead doubler fitted approx. 6' full width of plate. Main engine thrust foundation, a number of rivets caulked and welded.

Windlass engine, s.s., piston rod renewed. Crankpin brasses renewed.

Steering engine with telemotor tried out and found satisfactory.

AMC

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.	Statu- lbs	Breaking lbs	Supplied.	Per Rule.	Length.	Diam.			
PA 14559	30	2-5/16	3033	3033	3033				Di-lok	Baldt Anchor	Sept. 22, 1944
	with two	2-5/16	3033	3033					Stud	Chain & Forge	Chester, Pal
	detachable links		4246	30					Link	Co.	J.F. Murray
Iron Stream Chain } or Steel Wire }											

The above chain cable was tested and inspected by a surveyor of the American Bureau of Shipping and could, in my opinion, be accepted.

AMC



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Foundation