

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Sept. 7, 1940 When handed in at Local Office Sept. 7, 1940 Port of Newport News, Va.

No. in Reg. Book 36503 Survey held at Newport News, Va. Date, First Survey June 14 Last Survey Aug. 14 1940.  
(No. of Visits 15)

on the ~~Wood, Iron or Steel~~ s/s "WEST KEDRON" YEAR. MONTH.

TONNAGE - Built at Long Beach, Cal. By whom Long Beach S.B. Co. When 1920

GROSS 5620 Owners Douglas Ramsey & Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. Managers Port belonging to Glasgow.

NET 3516. Surveyed Afloat or in Dry Dock? Yes Name of Dock N.N.S.B. & DD. Co. Destined Voyage Baltim M.K.K.

WB=Cell DBorDBa feet; uE&B feet; f feet feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. }  
N.B. - All alterations in the existing records should be underlined.

Last Report, No. Port

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  Provisional Freeboard (if assigned) as painted on Ship and now verified 5 ft 9 3/4 in.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. 2nd. No. 3 for Classification.

Vessel placed on dry dock. Bottom, stern frame and rudder cleaned and examined. Bottom shell plating thoroughly scaled and examined - all corroded or leaky rivets cut out and renewed. Rudder lifted and examined. All pintles trued up - rudder gudgeons bored out in line. Gudgeons rebushed and rudder refitted in place and connected up. Bottom, stern frame and rudder coated with anti-corrosive and anti-fouling paint. Fore peak spaces cleaned and examined. Framing, plating, brackets, breast hooks, flats and stringers in good order. Fore peak tank, all double bottom tanks, deep tanks, settling tanks, cofferdams, after peak space and after peak tank examined internally. Bridge space examined. Fresh water tanks and after peak tank cement washed. Fore peak tank and all double bottom tanks, deep tanks, settling tanks, after peak tank tested to Rule requirements and found good and tight. All cargo holds and tween deck spaces

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	E. 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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>Yes</u>	<u>Good</u>	(State if on Evt.)
Caulking of Decks	<u>Yes</u>	Dblng. Plates under Sounding Pipes	When put on, Month
Coamings	<u>Yes</u>	Engine Room Skylights	Boats <u>Good</u>
Beams & Fastenings	<u>Yes</u>	Oil Bunkers	Masts, Yards, &c.
Outside Plating	<u>Yes</u>	Scuppers	Condition, how ascertained <u>By magnifying glass</u>
in way of sidelights	<u>Yes</u>	Cargo Hatchways	(state if wedges removed) <u>Yes</u>
Breasthooks	<u>Yes</u>	Hatches	Sails <u>Good</u>
Transoms	<u>Yes</u>	Planking of Wood Vessels	Equipment letter
Frames	<u>Yes</u>	Caulking ditto	Anchors, No. of <u>3 B. 15. 1 K. G.</u>
Reverse Frames	<u>Yes</u>	Treenails ditto	Chain Locker <u>Yes</u>
Longitudinals	<u>Yes</u>	Breasthooks & Stemson ditto	Cables (state if now ranged) <u>Yes</u>
Transverses	<u>Yes</u>	Transoms Pointers, & Crutches ditto	length <u>270 fms</u> mean diamr <u>2 1/4 - 2 1/2</u>
Floors	<u>Yes</u>	Timbers of Fram at openings ditto	Rule length <u>270</u> size <u>2 1/4</u>
Keelsons	<u>Yes</u>	Ditto Ditto at other places ditto	Hawser & Warps <u>Good</u>
Stringers	<u>Yes</u>	Stringers, Clamps & Shelves ditto	Standing and Running Rigging
Inner Bottom Plating	<u>Yes</u>	Salting ditto	

### 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of "No. 1-24."

This vessel is eligible in my opinion to be **CLASSED 100-A-1 8.40** and have the Notation of **S.S.N.Ns. 2nd. No. 3, 8.40** in the Register Book, subject to being drilled at the next Special Survey. The case is submitted for the favorable consideration of the Committee.

Baltimore & Newport  
Survey Fee (per section 20) £ 275  
Special Damage or Repair Fee (if any) £ 187.10.0  
Travelling Expenses (if chargeable) £  
Second Surveyor's Fee (if any) £

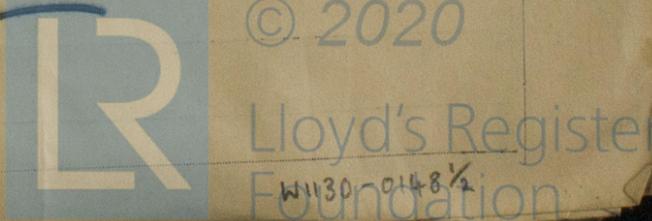
Fees applied for, 27. 11. 19. 40  
Received by me, 24. 2. 19. 41

*S. Hudson*  
Surveyor to Lloyd's Register of Shipping.

NEW YORK SEP 25 1940

Committee's Minute

Character Assigned See 1st Entry Report (Bal. 7159) attached



Is Certificate required? If so, to be sent to

S/S "WEST KEDRON"

examined. Framing, plating, brackets, deck beams, tank tops, bulkheads and stiffeners; hold pillars and stanchions, tunnel plating and all bilge brackets and bilges examined and found in good order. All recoated.

Machinery space and under main boilers examined. Air, sounding, and vent pipes examined. Bilge suction pipes in holds examined and part renewed.

All tank top ceiling and bilge ceiling renewed. Ceiling laid on battens as per Rule requirements. Plating in way of side lights examined.

Masts, spars and rigging examined.

Fore and main top masts renewed - all rigging renewed. All mast wedges removed and renewed. New mast coats fitted. All cargo booms removed and replaced with steel booms. Chain cables ranged and examined. 270 fathoms. 2.1/16 - 2.1/4.

Chain locker cleaned out, examined and recoated. Chain cables restowed.

Windlass removed and a new wooden seating fitted under same. Windlass refitted in place and secured. Windlass opened up, examined and found in good order, tested under steam and found satisfactory. Anchors removed, freed up and made workable.

3 bower & 1 stream anchor. Forecastle, weather decks and poop decks examined.

Hatch-ways, hatch beams, coamings, battening arrangements examined.

Practically all wooden hatch covers renewed. Tarpaulins renewed. Boats and equipment for same examined. Ventilators and coamings for same examined and found in order. Bridge front, storm doors on fidley top, engine room skylights, casings, doors and fittings in good order. Towline, warps, mooring lines and springs in good order - part renewed. Telemotor and steam and hand steering gears examined, tested and found efficient. A provisional Freeboard Certificate now placed on board. Markings checked and found to agree with the certificate.

The shell plating was not drilled at this time. |||