

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8.12 1941 When handed in at Local Office 9.12. 1941 Port of NEW ORLEANS, LA.
No. in Survey held at New Orleans, La. Date, First Survey 27.11.41 Last Survey 29.11.41 1941
Reg. Book. (No. of Visits four)

75907 on the ~~Wooden~~ Steel S.S. Steamer "JOSEPH M. CUDAHY"

TONNAGE:— Built at Chester, Pa. By whom Sun S. B. Co., Inc. In When 1921 2
GROSS 6950 Owners Sinclair Refining Co., Inc. Owners' Address
UNDER DK. 6401 (if not already recorded in Appendix to Register Book).
NET 4295 Managers Port belonging to New York

Surveyed Afloat and in Dry Dock? Both Name of Dock Todd Johnson D.D. Destined Voyage New Orleans

Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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. H110 Port Gal

(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.

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 Offered

Not required

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

London Salvage Assoc. Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and 2nd S.S. No. 2

1) On account of damage, stated to have been sustained when vessel struck a submerged object in the Houston Ship Channel, on the 9th November, 1941.

2) On account of damage, stated to have been sustained when vessel was in collision with the U.S.S. "SWANEE" at Houston, on the 9th November, 1941.

NOW DONE FOR DAMAGE (1):— Vessel placed on drydock, Bottom and rudder cleaned and examined.

REPAIRS DUE TO DAMAGE:— The upper portion of stern wake fin plating renewed. The welding of lower stern wake fin plating, rewelded were fractured.

NOW DONE FOR DAMAGE (2):— Examined aftermost shell plating in way of poop, together with poop space internally at after end.

FOUND: ON PORT SIDE:— Main sheer strake, the aftermost plate, slightly indented. 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								As per report
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

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	Year
Coamings	"	Cement	Good	Oil Bunkers	"	Boats	Good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	Oiltight. Good	Condition, how ascertained by examin. (State if wedges removed.)	None
" " in way of sidelights	"	Windlass	"	Hatches	"	Equipment letter	67
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	"	Anchors, No. of	3-1
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Cables (State if now ranged)	Yes
Longitudinals	"	Have Watertight Doors been examined and found efficient?	None	Treenails	"	" length 300 fms mean diam. (on board)	2-6/16
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	"	" Rule length	See Rept.
Floors	"	Air and Sounding Pipes	Good	Timbers of Frame at openings	"	Chain Locker	Sufficient
Keelsons	"	Doubling Plates under Sounding Pipes	"	" " at other places	"	Hawsers & Warps	Good
Stringers	"			Stringers, Clamps & Shelves	"	Standing and Running Rigging	Good
Inner Bottom Plating	"			Salting (State if examined.)	"	Sails	"
Have the Tanks been examined internally?	Yes						
Have the Tanks been tested?	Yes						

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 is eligible in my opinion to remain as classed, with fresh record of survey 11.41 and notation of S.S.N.Os. No. 2-41, subject to "Stern frames (E.W. 8,38 and reinforced) being specially examined next docking and to 45 fathoms of chain cable being renewed at the first opportunity, and to chain locker being permanently repaired at the first opportunity."

Survey Fee (per Section 25)	£100.00	5.5.297.70	Fees applied for,	12.12. 19 41
Special Damage or Repair Fee (if any) (per Sec. 29)	£10.00		Received by me,	19
Travelling Expenses (if chargeable)	£6.00	4.00		
Second Surveyor's Fee (if any)	£			

Committee's Minute

Character Assigned

100A1 carrying Petroleum in bulk. Subject H. 4 EQUIPT. as noted. Fitted for oil fuel 2-21 F.P. above 150°F. S.S. N.O.S. NO. 2-41, + LMC-M. S. 11, 41. T. S. 11, 41.

Surveyor to Lloyd's Register of Shipping.

Is Certificate required? If so, to be sent to Yes. Owners

CHAIN CABLES:- 3 lengths (45 fathoms) of chain cable, found reduced below the limit allowed by rules. It was recommended that this cable be replaced by new cable at the

P. Y. B.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.