

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Aug. 1942 When handed in at Local Office 31st Aug. 1942 Port of Baltimore, Maryland  
 No. in Survey held at Baltimore, Maryland Date, First Survey May 16th Last Survey June 5th 1942  
 on the ~~Wood, Iron or Steel~~ S.S. "SANTOPE" (No. of Visits 11)  
 TONNAGE: 7117 Built at Sparrows Point, Md. By whom Bethlehem Steel Corp. Ltd. When 1918 3  
 GROSS 6365 Owners Ore S.S. Corp. Owners' Address  
 NET 4498 Managers (if not already recorded in Appendix to Register Book),  
 Port belonging to New York

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co. Destined Voyage -  
 IDBorDBa feet; uE&B feet; f feet  
 tal 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.

ast Report, No. 7602 Port Bal

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.

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? MS ptly held

PAIRS, OR EXAMINATION AS PER RULE, FOR Dry Docking, S.S. 2nd No. 3, Heavy Weather Damage Repairs.

th the vessel in dry dock the bottom and rudder cleaned, examined and coated.

and:- The bottom generally in good condition with the exception of a number of loose defective rivets in the bilge keel shell bar, port side, in way of No. 3 wing ballast tank, odd, scattered slightly leaking rivets port and starboard, the rudder gudgeon bushes worn.

for repairs:- All defective rivets in bilge keel shell bar, port side, cut out and renewed. Other minor leaks in scattered rivets caulked. The rudder lifted, gudgeon bushes renewed and pintles placed in order.

for S.S. 2nd No. 3:- The forepeak, the cargo holds, the port and starboard wing ballast tanks, the double bottom tanks, the cofferdams and the after peak examined throughout at this time and all placed in order. All side and double bottom tanks, cofferdams and the fore and after peak tanks tested to Rule requirements and proven tight. The fuel oil tanks examined internally and tested to Rule requirements and placed in order. (P.T.O.)

MARY 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								
Fair'd or Repaired in place								

## INT 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.	"
Plating	Steering gear and its connections	"	Cargo Hatchways	See Report	Condition, how ascertained (State if wedges removed.)	Examined (Rpt. attached)
" in way of sidelights	Windlass	"	Hatches	Good	Equipment letter	C
Frames	Have pumps been examined and found efficient?	Yes	Planking	"	Anchors, No. of	3 B 1 S
inals	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Cables (State if now ranged)	Yes
rees	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	" length 300 fms. mean diam. 2-7/16	
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	" Rule length 300 fms. size 2-7/16	
ottom Plating	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	Chain Locker	Good
e Tanks been examined internally?	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Hawsers & Warps	"
e Tanks been tested?			" at other places	"	Standing and Running Rigging	"
			Stringers, Clamps & Shelves	"	Sails	"
			Salting (State if examined.)	"		

## eral 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 as far as now seen is in good and efficient condition

eligible in my opinion to be continued as now classed and have a fresh record of survey 6,42 and the notation 2nd No. 3 - 6,42 when the port and starboard hatch coamings have been dealt with.

Fee (per Section 29) Dkg. & S.S. £	\$262.50	Fees applied for, Aug. 31, 1942
Rigging	10.00	Received by me,
Damage or Repair Fee (if any) £	130.00	19
per Sec. 29)		
ing Expenses (if chargeable) £	5.75	
Surveyor's Fee (if any) £		

Committee's Minute NEW YORK SEP 9 1942

Character Assigned 100 A1

Fitted for oil fuel 8 19 F.P. above NOOF  
 J. J. BAL. 2ND NO. 3-6,42. subject.

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

Is Certificate required? If so, to be sent to



Hull Cont'd.

The No. 5 shell plate from forward, fourth strake below sheer renewed on account of fractures.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

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

## CHAIN CABLES.

The No. 4 transverse frame, No. 1 starboard wing ballast tank, V-cut where fractured at third (P.T.O.)

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Hull Cont'd.

The following longitudinals and transverses in No. 2 port wing ballast tank V-cut where fractured and electric welded and efficient doubling plates fitted and electric welded in way:- No. 6 longitudinal at No. 2 transverse, No. 3 transverse at No. 5 longitudinal, No. 4 transverse at No. 4 longitudinal on bulkhead, No. 5 transverse at Nos. 2, 3 and 4 longitudinals on bulkhead at Nos. 5 and 7 shell longitudinals, Nos. 2 and 3 bulkhead longitudinals at No. 6 transverse, No. 7 transverse at Nos. 3 and 4 bulkhead longitudinals, No. 6 transverse at No. 5 shell longitudinal and No. 8 transverse at No. 5 shell longitudinal.

### Double Bottom Tanks

Two T bar stanchions and brackets under amidship house port and starboard sides cut out and (P.T.O.)



Hull Cont'd.

S.S. "SANTORE"

renewed on account of fractures..

The deck plating at port forward corner of amidship house V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

All double bottom and side ballast tanks in way of repairs tested to Rule requirements and proven tight.

The No. 1 transverse frame from aft, No. 2 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 2 transverse frame from aft, No. 3 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 3 transverse frame from aft, No. 4 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 4 transverse frame from aft, No. 5 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 5 transverse frame from aft, No. 6 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 6 transverse frame from aft, No. 7 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 7 transverse frame from aft, No. 8 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 8 transverse frame from aft, No. 9 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 9 transverse frame from aft, No. 10 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 10 transverse frame from aft, No. 11 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 11 transverse frame from aft, No. 12 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 12 transverse frame from aft, No. 13 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 13 transverse frame from aft, No. 14 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 14 transverse frame from aft, No. 15 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 15 transverse frame from aft, No. 16 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 16 transverse frame from aft, No. 17 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 17 transverse frame from aft, No. 18 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 18 transverse frame from aft, No. 19 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 19 transverse frame from aft, No. 20 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 20 transverse frame from aft, No. 21 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

The No. 21 transverse frame from aft, No. 22 starboard side ballast tank, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.