

# 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 Register Book Survey held at Baltimore, Maryland Date, First Survey May 16th Last Survey June 5th  
11713 on the Wood, Iron or Steel S.S. "SANTOPE" (No. of Visits 11)

TONNAGE:— Built at Sparrows Point, Md. By whom Bethlehem Steel Corp. Ltd. YEAR 1918 MONTH 3  
 GROSS 7117 Owners Ore S.S. Corp. Owners' Address -  
 REGISTER NUMBER 6365 Managers - (if not already recorded in Appendix to Register Book),  
 NET 4498 Port belonging to New York

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co. Destined Voyage -  
Key Highway, Baltimore, Md.  
 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.

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 5, 42 / 1, 42	* LMC
ssBal.No.3-11,30	BS 12, 40 1, 42
ssBal.No.2-38	MS 3, 38
	TS CL. 1, 39 1, 42
	12, 41
Fitted for oil fuel 8, 19' F.P. above 150° F.	

Previous 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.

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

When the vessel in dry dock the bottom and rudder cleaned, examined and coated.  
 Findings:— 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.

Repairs 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.

Repairs 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.)

CHARACTER 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								

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Belt.)
Good	Good	Good	-
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month - Year -
"	Cement or Asphalt	Oil Bunkers	Boats
"	Rudder	Scuppers	Masts, Yards, &c.
"	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
"	Windlass	Hatches	Equipment letter
"	Have pumps been examined and found efficient?	Planking	Anchors, No. of
"	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
"	Have Watertight Doors been examined and found efficient?	Treenails	" length
"	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length
"	Air and Sounding Pipes	Timbers of Frame at openings	Chain Locker
"	Doubling Plates under Sounding Pipes	" " at other places	Hawsers & Warps
		Stringers, Clamps & Shelves	Standing and Running Rigging
		Salting (State if examined.)	Sails

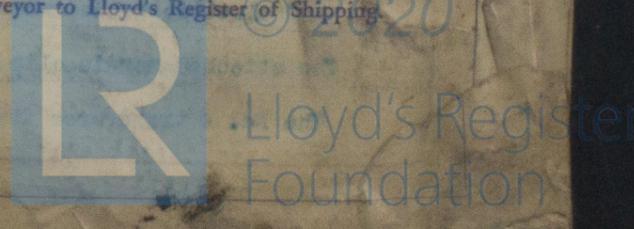
General Observations, Opinion as to Class, Recommendation, &c.:—  
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in 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 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. Rigging	£ 262.50	Fees applied for, Aug. 31, 1942
Damage Fee (if any)	£ 130.00	Received by me,
Expenses (if chargeable)	£ 5.75	19
Surveyor's Fee (if any)	£	

*[Signature]*  
 Surveyor to Lloyd's Register of Shipping

Committee's Minute NEW YORK SEP 9 1942  
 Character Assigned 100 A1  
Fitted for oil fuel 8 19' F.P. above 150° F  
S.S. BAL. 2ND NO. 3-6, 42. subject.



Certificate required? If so, to be sent to WMSB 9017E

S.S. "SANTORE"

Hull Cont'd.

The engine and boiler room spaces with bilges, the plating under the side lights, the decks, hatches, coamings, covers, ventilators and coamings, the engine and boiler casings, chain locker, air and sounding pipes, watertight doors, the steering engine and gear and the windlass and all gear examined throughout and all placed in order. The masts and rigging examined (Report attached) and repaired as recommended. The anchors and cables ranged, examined and checked and found satisfactory. The shell plating drilled at this time and the report attached hereto. The chain locker examined internally.

Done for repairs:- The following longitudinal bulkhead plates of the port and starboard side ballast tanks now renewed on account of wastage:- No. 3 port tank one plate renewed in second strake from top.

No. 3 starboard tank three plates renewed in second strake from top.

No. 2 port tank one plate renewed in second strake from top.

No. 2 starboard tank two plates renewed in second strake from top.

Six plates in the forward bulkhead of No. 3 cargo hold renewed.

The above ballast tank repairs tested upon completion and proven tight.

The forepeak and No. 3 bilge sounding pipes renewed. Hold ceiling lifted as required for examination of tank tops and replaced with part new. The port and starboard anchor shackles renewed. The hatch coamings Port and Starboard sides found wasted but not dealt with at this time.

Done for damage stated to have been sustained by stress of weather on March 2nd and 3rd, 1942

whilst on a voyage from Newport News to Canal Zone with a cargo of coal.

Starboard side:- The No. 1 shell plate from forward, third strake below sheer renewed on account of fractures.

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.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: 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.

The No. 11 shell plate from forward, fifth strake below sheer renewed on account of fractures.

A number of loose rivets in the margin clip in way of No. 5 floor from forward, No. 1 starboard double bottom tank, renewed.

Margin plate in way of Nos. 7 and 8 floors from forward, No. 1 starboard double bottom tank, V-cut in way of fracture, electric welded and a doubling plate fitted and electric welded in way.

Margin plate in way of No. 3 transverse frame from aft, No. 1 starboard wing ballast tank V-cut and electric welded where fractured and a doubling plate fitted and electric welded in way.

The attached margin clip renewed.

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

S. S. "SANTORE"

Hull Cont'd.

longitudinal and electric welded and a doubling plate fitted and electric welded in way.

The Nos. 3, 4 and 5 longitudinals from deck, No. 1 starboard wing ballast tank, cropped for an approximate length of ten feet where fractured in way of No. 4 transverse frame from aft and the cropped section renewed and butt welded where cropped.

The Nos. 6 and 7 longitudinals V-cut where fractured at the No. 2 transverse frame from aft, No. 2 starboard wing ballast tank and electric welded and doubling plates fitted and welded to longitudinals in way.

The No. 4 transverse frame from aft, No. 2 starboard wing ballast tank V-cut where fractured at Nos. 2, 3, 4, 7 and 8 longitudinals and electric welded and efficient doubling plates fitted and welded in way of fractures.

The No. 6 transverse frame from aft, No. 2 starboard wing ballast tank, v-cut where fractured in way of No. 4 longitudinal and electric welded and a doubling plate fitted and electric welded in way.

The No. 7 transverse frame from aft, No. 2 starboard wing ballast tank, V-cut where fractured at No. 5 longitudinal and electric welded and a doubling plate fitted and electric welded in way.

Port Side:- The No. 6 plate from forward in the third and fourth strakes below sheer renewed on account of fractures.

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

A number of loose and started rivets in the margin clips at the 5th and 6th floors from forward, No. 1 double bottom tank port, cut out and renewed.

A number of loose and started rivets in the margin clips at No. 5 floor, No. 1 double bottom tank starboard, cut out and renewed.

The margin plate in way of No. 7 floor, No. 1 double bottom tank starboard, V-cut where fractured and electric welded and an efficient doubling plate fitted and electric welded in way.

A number of loose and started rivets in the margin clip at No. 9 floor, No. 2 double bottom tank port, cut out and renewed.

The margin plate at the No. 9 floor space, No. 2 double bottom tank port, V-cut where fractured and electric welded and an efficient coupling plate fitted and electric welded in way.

The Nos. 15, 16 and 17 floors, No. 2 double bottom tank port, V-cut where fractured and electric welded and efficient doubling plates fitted and electric welded in place.

A number of loose and started rivets in No. 2 margin clip, No. 3 double bottom tank starboard, cut out and renewed.

The Nos. 7, 8 and 9 floors, No. 3 double bottom tank starboard, V-cut where fractured and electric welded and efficient doubling plates fitted and electric welded in way.

The margin plate at No. 4 floor space and the Nos. 3 and 5 floors, No. 3 double bottom tank port, V-cut where fractured and electric welded and efficient doubling plates fitted and electric welded in way.

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



2/1919-0017

S.S. "SANTOPIRE"

Hull Cont'd.

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 in way of fractures.

The No. 2 transverse frame from aft No. 3 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 3 transverse frame from aft No. 4 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 4 transverse frame from aft No. 5 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 5 transverse frame from aft No. 6 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 6 transverse frame from aft No. 7 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 7 transverse frame from aft No. 8 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 8 transverse frame from aft No. 9 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 9 transverse frame from aft No. 10 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 10 transverse frame from aft No. 11 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 11 transverse frame from aft No. 12 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 12 transverse frame from aft No. 13 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 13 transverse frame from aft No. 14 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 14 transverse frame from aft No. 15 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 15 transverse frame from aft No. 16 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 16 transverse frame from aft No. 17 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 17 transverse frame from aft No. 18 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 18 transverse frame from aft No. 19 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

The No. 19 transverse frame from aft No. 20 starboard side ballast tank V-cut where fractured and electric welded in way of fractures.

