

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Apr 3 1942 When handed in at Local Office Apr 4 1942 Port of New York

No. in Reg. Book 32601 Survey held at Wetzel N.J. Date, First Survey and Last Survey 1st April 1942

on the Wood, Iron or Steel S/S STANVAC MELBOURNE (No. of Visits 1)

TONNAGE:— Built at Chester Pa. By whom Sam S.B. & Co. YEAR. MONTH. When 1941 6

GROSS 10013 Owners Petroleum Shipping Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 8979 Managers (if not already recorded in Appendix to Register Book). Port belonging to Panama

NET 6021 Surveyed Afloat or in Dry Dock? Dry dock Name of Dock Petroleum Steel Co. Destined Voyage ✓

Cell DB or DBa          feet; uE&B          feet; f          feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 8123 Port PHH

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking

How done  
The vessel placed in dry dock bottom & rudder cleaned, examined & found in good order & recoated.  
Hatchways, ventilator Coamings, deck & general equipment examined & found in good order.

SUMMARY 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								

PRESENT CONDITION OF THE	
Decks <u>Good</u>	Bulkheads <u>✓</u>
Caulking of Decks <u>✓</u>	Ceiling <u>✓</u>
Coamings <u>✓</u>	Cement or Asphalt <u>✓</u>
Seams & Fastenings <u>✓</u>	Rudder <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>✓</u>
" " in way of sidelights <u>✓</u>	Windlass <u>✓</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>✓</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>✓</u>
Coelons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>
Stringers <u>✓</u>	Engine Room Skylights <u>Good</u>
Inner Bottom Plating <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>
Have the Tanks been examined internally? <u>no</u>	Oil Bunkers <u>✓</u>
Have the Tanks been tested? <u>no</u>	Scuppers <u>✓</u>
	Cargo Hatchways <u>Good</u>
	Hatches <u>✓</u>
	Planking <u>✓</u>
	Caulking <u>✓</u>
	Treenails <u>✓</u>
	Breasthooks & Stenson <u>✓</u>
	Transoms, Pointers & Crutches <u>✓</u>
	Timbers of Frame at openings <u>✓</u>
	" " at other places <u>✓</u>
	Stringers, Clamps & Shelves <u>✓</u>
	Salting (State if examined.) <u>✓</u>
	Copper, or Y.M. (State if on Felt.) <u>✓</u>
	When fitted, Month <u>        </u> Year <u>        </u>
	Boats <u>Good</u>
	Masts, Yards, &c. <u>✓</u>
	Condition, how ascertained <u>from deck</u>
	(State if wedges removed.)
	Equipment letter <u>        </u>
	Anchors, No. of <u>        </u>
	Cables (State if now ranged) <u>        </u>
	" length <u>        </u> mean diamr. <u>        </u>
	(on board)
	" Rule length <u>        </u> size <u>        </u>
	Chain Locker <u>        </u>
	Hawsers & Warps <u>Good</u>
	Standing and Running Rigging <u>        </u>
	Sails <u>        </u>

### General Observations, Opinion as to Class, Recommendation, &c.:

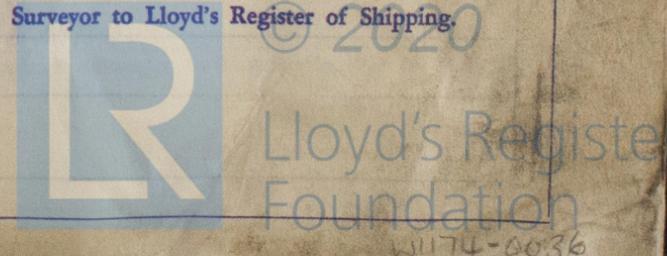
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 so far as now seen is in good & efficient condition & eligible in my opinion to remain as classed with full record of Survey 4:42.

Survey Fee (per Section 29)	\$ 25.00	Rees applied for <u>April 8 1942</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, <u>J.M. Belton</u>
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£	

NEW YORK APR 8 1942

Committee's Minute  
Character Assigned 100A1  
carrying Petroleum in Bulk



Is Certificate required? If so, to be sent to