

Rpt. 8.

WRECK SECTION

No. 206

(Received at London Office 14 MAY 1943)

No. 43577

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th April 1943 When handed in at Local Office 16th Apr. 1943 Port of New York

No. in Reg. Book Survey held at New York Date, First Survey 5th April Last Survey 6th April 1943 (No. of Visits 3)

75405 on the ~~Block Island~~ Steel M.V. "HOEGH SILVERDAWN"

TONNAGE:— Built at Copenhagen By whom Akt. Burmeister & Wain When 1940 3

GROSS 7715 Owners Skibs A/S Arizona Owners' Address -

UNDER DK. Managers Leif Hoegh & Co. A/S Port belonging to Oslo

NET 4730

Surveyed Afloat or in Dry Dock? dry dock Name of Dock Bethlehem Steel Co. Destined Voyage - 56th St., Brooklyn, N.Y.

Cell DBor DBa feet; uE&B feet; f feet } 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.

Last Report, No. 914 Port KRH

(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

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 10,42	+LMC 3,40
	TS CL -
Carrying cargo oil F.P. above 150°	
F. in fore and after peak tanks & DT's	
	+ Lloyd's RMC 10.42

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR condition survey.

NOW DONE: Vessel placed in dry dock. Hull, bottom, stern frame & rudder cleaned, examined, found or how placed in good condition and recoated.

Decks, hatchways, hatches & supports, vents & coamings, holds & tween deck spaces, & general equipment examined and found in good condition.

Wear & Tear Rprs: Rudder disconnected: lignum vitae gudgeon bushes renewed; rudder connected up 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 Faired or Repaired								
Faired or Repaired in place								

### PRESENT CONDITION OF THE

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

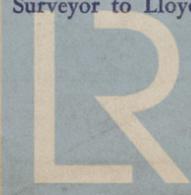
### General Observations, Opinion as to Class, Recommendation, &c.:-

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 in safe condition and eligible in my opinion to be continued as classed with fresh record of survey 4,43.

Suggest	Survey Fee (per Section 29)	\$ 30.00	Fees applied for, Apr 26 1943
Date of	Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, 19
Comm	Travelling Expenses (if chargeable)	£	
	Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Committee's Minute

Character Assigned 100A1 carrying cargo oil F.P. above 150°F in fore and after peak tanks & DT's T.S. 4,43

W1194-0162

Is Certificate required? If so, to be sent to