

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report

May 21<sup>st</sup> 1941

When handed in at Local Office

Port of

New York N.Y. U.S.A.

No. in  
Reg. Book.

Survey held at

Brooklyn N.Y.

Date, First Survey

April 7<sup>th</sup>

Last Survey

April 21<sup>st</sup> 1941

83640 on the Wood, Iron or Steel

Steam tanker "SOCONY"

(No. of Visits)

4

TONNAGE:-

GROSS

4404

Built at

Vegesack.

By whom

Buna Vessel.

When

1936.

MONTH.

13.

UNDER DK.

3976

Owners' Address

as given.

NET

2507

Owners

Socony Vacuum Transportation

Port belonging to

London.

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Robertson

Destined Voyage

Cell/Dor/Da

feet

uE&amp;B

feet

feet

feet

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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.

63527.

Port

Lfo.

(Periodical Surveys, when held, must be reported in detail and set out in the terms of the Rules and items remaining to be completed 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Drydocking &amp; Completion of Special Survey No. 1.

Vessel placed in dry dock to bottom & hull & keel examined, examined.

Special Survey No. 1. (Completion)

Examined:

All Main Cargo tanks, Dumber tanks, Cofferdams, 16 day lock, Pump rooms, deep tank, fuel tanks, Machinery spaces, Flating in way of Side Lifting, deck, oil Latches, Supports & fastenings, Air, Breathing & all other types are examined. Windlass, Steering gear & arrangement with Auxiliary gear, water tight doors, Pumps, boats, life rafts, equipment &c examined. Lubrication & engine efficient.

Zone & app. feed tanks, all double bottom compartments, Main O.T.O.

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

E. 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

Good

Caulking of Decks

Good

Coamings

Good

Beams &amp; Fastenings

Good

Outside Plating

Good

" " in way of sidelights

Good

Frames

Good

Reverse Frames

Good

Longitudinals

Good

Transverses

Good

Floors

Good

Keelsons

Good

Stringers

Good

Inner Bottom Plating

Good

Have the Tanks been examined internally?

Good

Have the Tanks been tested?

Good

Bulkheads

Good

Ceiling

Good

Cement or Asphalt

Good

Rudder

Good

Steering gear and its connections

Good

Windlass

Good

Have pumps been examined and found efficient?

Good

Have Sluice Valves been examined and found efficient?

Good

Have Watertight Doors been examined and found efficient?

Good

Have Ventilators and their Coamings been examined and found efficient?

Good

Air and Sounding Pipes

Good

Doubling Plates under Sounding Pipes

Good

Engine Room Skylights

Good

Caulking of Openings, Covers, &amp;c.

Good

Oil Bunkers

Good

Scuppers

Good

Cargo Hatchways

Good

Hatches

Good

Planking

Good

Caulking

Good

Treenails

Good

Breasthooks &amp; Stems

Good

Transoms, Pointers &amp; Crutches

Good

Timbers of Frame at openings

Good

" " at other places

Good

Stringers, Clamps &amp; Shelves

Good

Salting

Good

(State if examined.)

Copper, or Y.M.

(State if on left.)

When fitted, Month

Year

Boats

Good

Masts, Yards, &amp;c.

Good

Condition, how ascertained

(State if wedges removed)

Equipment letter

Good

Anchors, No. of

3 B 5

Cables (State if now ranged)

Good

" length

(on board)

" Rule length

270

Chain Locker

Good

Hawsers &amp; Warps

Good

Standing and Running Rigging

Good

Sails

NONE.

General Observations, Opinion as to Class, Recommendation, &amp;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"

Vessel capable to be continued as now classed  
£100 A.I. & have fresh record of Survey 4/41 & notation of Special Survey No. 1. made in Register Book.

Survey Fee (per Section 20)

23 M.

130

Fees applied for,

22-5 1941

Special Damage or Repair Fee (per Sec)

20

Travelling Expenses (if chargeable)

3

Received by me,

12-6 1941

Second Surveyor's Fee (if any)

Sunday fee

10

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

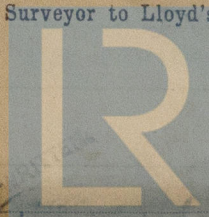
NEW YORK JUN 4 - 1941

Character Assigned

100A1 Carrying Petroleum in bulk.

Fitted for oil fuel 3.36 F.P. above 100°F.

S. S. N. Y. K. NO. 1441 + LMC-4, 41.



Lloyd's Register Foundation

W122-0081

1-1 AUG 1941

N.W.

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to



*Socony* - Continued.

Cargo & Summer tents, copper dams, deep tanks, fuel burner & large wells.  
Through out tent to Rule requirements. Domestic tents cleared,  
Summer & coats.

Repairs - Heart & Laid - Several steam vents at Fore & aft  
low body. Worked with Globe Steam. Steam Flaring Sealed and  
checked in operation. In Heart vents in back heart to Cargo, Pumper,  
fuel oil & aft fuel tanks with connections over head with globe steam.  
Heater Pipes - Cils installed in Pumper tanks with necessary clips,  
fittings, oil tight back heart spools, mountings & connections to steam  
ranges. Several deck fittings repaired including of Cargo Laid  
footings, Screw Gears, also Expansion Tank fittings. Life raft  
over head, with clamping block, Gaskets to shell doors and ship  
renewed. Telegraph conduit coverings opened cleaned, repaired, coated  
& fittings over head. Steering Gear & Mast on over head with  
fittings renewed. Oil Steam & water piping sections renewed with  
several fittings.

N.B:- As far as ascertainable the Spanish Prisoner would now appear to be completed as it is stated by Danish representative, to have been in dry dock at New Orleans in October last. & at that time the Orbits & Chain Cables were repaired, new harlines examined with Chain Caster, the Mast's spars & Shegging, the decks,

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

ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

Covers, exams, Forecasts & Corp Specs all Examined for  
Part Spec Exam.