

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Oct 30 1933 When handed in at Local Office Oct 30 1933 Port of New York

No. in Reg. Book 24980 Survey held at Brooklyn & Staten Island N.Y. Date, First Survey Aug 10 1933 Last Survey Oct 14 1933

on the Wood, Iron or Steel SS AMERICAN ORIOLE or EASTERN GLEN.

TONNAGE - Built at Yokohama By whom Uchida S B & Co When 1920 YEAR MONTH

GROSS 1086 Owners S/S Oriole Inc Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK 4823 Managers American Foreign S/S Corp. Port belonging to N.Y.C.

NET 3181 Surveyed Afloat or in Dry Dock? Name of Dock Union Dry Dock Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined. If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 19580 Port Nyk

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 Reclaming & SS No 3.

Now done
Vessel placed on dry dock, made & bottom, cleaned, examined & reported.

Five aft peak tanks, all double bottom tanks & settling tanks, examined & tested, all holds, tween decks, eng & boiler room spaces, under eng & boiler, plating under sidelights, decks, masts & rigging, windlass, steering gear, chain locker, watertight doors, hatches examined & found or made satisfactory.

Leables ranged 270 fathom 2 1/4" diam.
All ceiling removed, tank tops sealed & coated, all tanks cleaned

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed							P.T.O.
Removed and Faired or Repaired						2	
Faired or Repaired in place	6						

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels	
Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month <u>Year</u>	
Caulking of Decks <u>"</u>	State if Tanks now tested <u>"</u>	Boats <u>Good</u>	
Coamings <u>"</u>	Bulkheads <u>Good</u>	Masts, Yards, &c. <u>"</u>	
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Condition, how ascertained <u>Examination</u>	
Outside Plating <u>"</u>	Cement or Asphalt (State which.) <u>Cement</u>	(State if wedges removed)	
Breasthooks <u>"</u>	Rudder <u>Good</u>	Sails <u>"</u>	
Transoms <u>"</u>	Steering gear and its connections <u>"</u>	Equipment letter <u>2</u>	
Frames <u>"</u>	Windlass <u>"</u>	Anchors, No. of <u>4</u>	
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Cables (State if now ranged) <u>Yes</u>	
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	" length <u>270</u> size <u>2 1/4</u>	
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	" Rule length <u>"</u> size <u>"</u>	
Floors <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Hawser & Warps <u>Good</u>	
Keelsons <u>"</u>		Standing and Running Rigging <u>"</u>	
Stringers <u>"</u>			
Inner Bottom Plating <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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in my opinion to be reclassified in this Society, and to have notation of SS No 3. 10.33 & fresh record of survey 10.33 & record of fitted for oil fuel 10.33 FP above 150°F.

Survey Fee (per Section 29)	\$270.00	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	Repair \$20.00	NOV 1 1933	
Travelling Expenses (if chargeable)	\$9.00	Received by me,	
Second Surveyor's Fee (if any)	Later Fee \$10.00	S. S. 1933	

Committee's Minute NEW YORK NOV 1 - 1933
Character Assigned +100A1, Fitted for oil fuel 10.33, F.P. above 150°F. S.S. N.Y.K. no. 3. 10.33 + LMC 10.33 T.S.N. 10.33



