

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Sept 24 40 When handed in at Local Office Sept 24 40 Port of New York
 No. in Survey held at New York Date, First Survey May 17 Last Survey Aug 5 1940
 Reg. Book. 8726 on the Wood, Iron or Steel Swedish M/V "BROOKLYN HEIGHTS" (No. of Visits 13)

Tonnage:—
 GROSS 1030 Built at Stockholm By whom Svea Skips Omtak When 1917
 UNDER DK. 849 Owners North American Mtd Ship Emp Address 26 Broadway, New York
 NET 569 Managers _____ Port belonging to New York

Surveyed Afloat or in Dry Dock? Both Name of Dock Sullivan's Destined Voyage _____
 Cell D B or D B a _____ feet; u E & B _____ feet; f _____ feet
 total capacity _____ tons. F P T _____ tons; A P T _____ tons; M T _____ feet _____ tons.

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. _____ Port _____

(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.)

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 SS 2nd N^o 3.
This vessel has had been converted from a freight to a freighter.
has done: Vessel planked on dry dock bottom and pudded cleaned & painted & painted.
Anchors & chains caught & examined 2 10 fath 1 1/2" dia chain. 3 bow anchors, 1 stream
one kedge anchor. Chains looked cleaned & examined. Decks, hatches & coamings,
wood covers in place, cleats, tarpaulins & bottoms, Ventilators & coamings, scuppers,
and sounding pipes, masts, spar, rigging & general equipment examined.
Machinery spaces, and spaces above plates examined, all sheathing in way
of side lights examined & plating in way specially examined. The forward & after
heads all double bottom tanks examined internally & tested to rule requirements.
at done, windlass & steering gear examined & Redwood markings kept. P.T.O

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

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 good and efficient condition and eligible, in my opinion, to be
classed 100A- 7.40 and notation of SS NYK 2nd N^o 3-8.40

Length.	Water
Feet.	Ton
19	39
18	78

Survey Fee (per Section 20) \$1025.00 Fees applied for, 26-9-1940
 Total Damage or Repair Fee (if any) _____ Received by me, 21.11.1940
 Selling Expenses (if chargeable) _____
 Surveyor's Fee (if any) 15.00 Surveyor R. Doyle
 Committee's Minute _____
 Character Assigned See 1st Entry Report attached

OCT 25 1940

"BROOKLYN HEIGHTS"

All rust & scale through the vessel removed & spots treated.

Alterations - All passenger accommodations with entire fixtures removed, all ballast in forward & aft holds removed, all port lights in bridge space removed and blanked off with 8" spigot patches, companionway & plating on No. 4 hatch removed, No. 2 & 3 hatchways rebuilt with new and additional stringers. Two steam winches installed & cargo booms with necessary gear fitted. All tank top ceiling and cargo battens removed.

Ventilators fitted to holds and all air & sounding pipes removed & extended to upper deck.

The vessel has been restored to her original condition as a freighter with no structural alterations or additions.

Repairs - Two wasted plates on No. 4 No. 2 tank doubled, old lead section pipes in No. 4 tank removed. Minor repairs effected.

There are two built in fresh water tanks in No. 4 hold in way of shaft tunnel, these tanks are not used & have been disconnected.

H.B.

Please Note: The shell plating was drilled at Jacksonville, Fla. between June & August 1938.

WICKER-0209 2/2