

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th Dec. 1942 When handed in at Local Office 7th Dec. 1942 Port of New York

No. in Reg. Book Survey held at New York Date, First Survey 15th October Last Survey 17th October 1942 (No. of Visits 3)

73694 on the ~~Wood Iron~~ Steel S.S. "ETNA"

TONNAGE: Built at Fredrikstad By whom Fredrikstad Mek. Vaerks When 1918
GROSS 2619 Owners A/B Transmarin Owners' Address -
UNDER DK. 2344 Managers S. Redig Port belonging to Hlsngborg
NET 1537

Surveyed Afloat or in Dry Dock? dry dock Name of Dock Bethlehem Steel Co. Destined Voyage -
27th St., Brooklyn, N.Y.

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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. 17960. Port B.A.S.

(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.

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 11,41	LMC 4,39
S.S. Skm. No. 3-4, 39	+NE 8,27
	BS 11,41
	TS 2.40 CL

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 condition survey.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, stern frame, & rudder cleaned, examined, and now placed in good condition except as noted and recoated. Found "E" strake plate No. 10 starboard side indented.

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

Special Reasons List: Stern post was carefully examined and found efficient. In my opinion, this item may now be deleted from the List.

Plates Nos. 5, 6 and 10 in "D" strake s.s. were examined and found in good order, but plates Nos. 5 & 6 in "B" strake together with framing in way were found set up and plate No. 10 in "B" strake slightly set up. (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		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		-		Good		(State if on Felt.)
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	"	Cement or Asphalt	-	Oil Bunkers	-	Boats	Good
Beams & Fastenings	"	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from deck.
" " in way of sidelights	-	Windlass	"	Hatches	"	(State if wedges removed.)	t
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	3B, 1S
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Cables (State if now ranged)	No
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" length (on board)	mean diamr.
Floors	-	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" Rule length	size
Keelsons	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	Chain Locker	-
Stringers	-			" " at other places	-	Hawsers & Warps	sufficient
Inner Bottom Plating	-			Stringers, Clamps & Shelves	-	Standing and Running Rigging	Good
Have the Tanks been examined internally?	-			Salting	-	Sails	-
Have the Tanks been tested?	-			(State if examined.)			

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

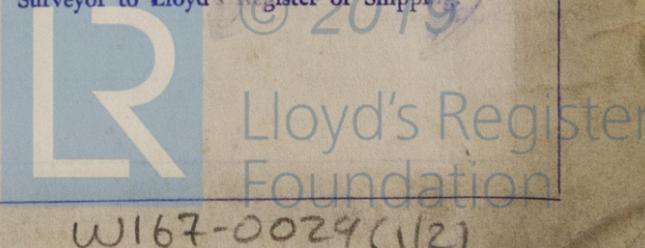
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 and to have fresh record of survey 10,42, subject to indented "E" strake plate No. 10 s.s. and "B" strake plates Nos. 5, 6 and 10 s.s. and framing in way being dealt with at Owners' convenience and to permanent repairs to panting stringers and framing in No. 1 hold p.s. at first convenient opportunity.

Survey Fee (per Section 29)	\$ 25.00	Fees applied for, Dec. 18, 1942
Repair Fee (if any) (per Sec. 29)	\$ 15.00	Received by me, 19
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

John Biggs, Surveyor to Lloyd's Register of Shipping

Committee's Minute NEW YORK DEC 6 1942
Character Assigned 100A1 subject B.S. 11, 42



Without burden STERN POST.

W167-0029(12)

Is Certificate required? If so, to be sent to

Permanent repairs to panting stringers and framing, etc. not done at this time.

Repairs due to Wear & Tear:- Rudder lifted, gudgeons rebushed and new pintles made and fitted.

Doubling plate fitted to local wastage of shell plate starboard side in way of after bilge well.

/B.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Steam															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

Iron Steam Chain or Steel Wire...