

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 15 1941 When handed in at Local Office July 21 1941 Port of New York
 No. in Reg. Book 76059 Survey held at Hoboken, N. J. Date, First Survey June 6 Last Survey June 19 1941
 on the Wood, Iron or Steel M. S. Horn Shell (No. of Visits 5)

TONNAGE:— Built at Hamburg By whom Deutsche Werft, Bet. When 1931 YEAR. MONTH. 12
 GROSS 8272 Owners Anglo Saxon Petroleum Owners' Address London
 UNDER DK. 7515 Managers (if not already recorded in Appendix to Register Book).
 NET 4837 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Tietjen and Lang Destined Voyage

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. 7528 Port L.A.

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.

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 8.39	+LMC C.5
EXAMINED 8.40	8.40 (3.38)
Bkn	DBS 8.40
SS Shl no 1-36	TSC LN 3.38
Carrying petroleum in bulk	
Society's Freeboard (if assigned) as painted on Ship and now verified	6 ft. 8 1/4 ins.

Was a damage report made by anyone else? if so, by whom? frame (FW 8.40 T)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and General Examination
 The vessel placed in dry dock, the bottom keel and rudder cleaned and coated, and found in good condition.
 how Done:— Special Reasons List. The plates on stern frame were welded and previous repairs to stem and stem plating examined. Permanent repairs were not made at this time.
 General Examination:— Cargo tanks, cofferdams, pump rooms, fore and after peaks, machinery spaces, decks, casings, ventilators, masts and rigging, hatchways and closing appliances, general equipment, steering gear and windlass examined. Considerable rust and wastage of internals noted in cargo tanks, but considered efficient meantime.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE								
Decks	Good	Bulkheads	✓	Engine Room Skylights	Good	Copper, or Y.M.		
Caulking of Decks	Good	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Fell.)		
Coamings	Good	Cement or Asphalt	✓	Oil Bunkers	Good	When fitted, Month		Year
Beams & Fastenings	✓	Rudder	Good	Scuppers	Good	Boats	Good	
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good	
" " in way of sidelights	✓	Windlass	Good	Hatches	Good	Condition, how ascertained	From deck	
Frames	✓	Have pumps been examined and found efficient?	✓	Planking	✓	(State if wedges removed.)	C +	
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter		
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Anchors, No. of	3 Bower 1 Ratchet	
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	✓	Cables (State if now ranged)	yes	
Floors	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	" length	300 mean diamr. 2 7/16	
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	" (on board)	300 size 2 7/16	
Stringers	✓			" " at other places	✓	Chain Locker	Good	
Inner Bottom Plating	✓			Stringers, Clamps & Shelves	✓	Hawsers & Warps	Good	
Have the Tanks been examined internally?	yes			Salting	(State if examined.)	Standing and Running Rigging	Good	
Have the Tanks been tested?	yes					Sails	✓	

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 my opinion in a fit condition to remain as now classed for a period of twelve months and to have a notation of Examined 6/41

Survey Fee (per Section 29)	General Examination: 90 $\frac{x}{100}$	Fees applied for,
Special Damage or Repair Fee (if any)		June 20, 1941
(per Section 29)		Received by me,
		July 7, 1941

NEW YORK JUL 23 1941

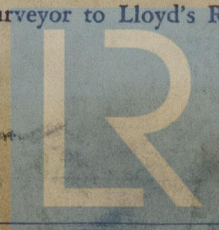
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Examined 6, 41. N.Y.K.

Subject

J. A. Moore

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W172-0003