

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20/10/42 when handed in at Local Office 20th Apr 1942 Port of Galveston Texas
No. in Survey held at Galveston Texas Date, First Survey 16th March Last Survey 11th April 1942
No. in Reg. Book 16001 on the Wood, Iron or Steel W. V. J. A. Moffett Jr. (No. of Visits 8)

TONNAGE:— Built at Hearney N.Y. By whom Federal S.B.C. When 1921 8
GROSS 9788 Owners Standard Oil Co of New Jersey Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DK. 7862 Managers ✓ Port belonging to Wilmington Del
NET 6/37

Surveyed Afloat ✓ in Dry Dock? Both Name of Dock Yard Gal D.D.s Ltd Destined Voyage ✓
Cell DB or DBa _____ feet; uE&B _____ feet; f _____ feet
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. 4199 Port GAL

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? ✓ in plates nos 10+11

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking & Repairs also Loss of Equipment.
Now Done— Vessel placed on dry dock, the bottom, keel & rudder cleaned examined & found or now placed in good condition & coated. Hatchways ventilator coamings deck & general equipment examined & found in order.
Crown Repairs W.V.J.

Anchor chafing strips on Port & Starb sides now renewed
Shell plate 7' x 7' on F. Strake Port side now renewed due to fracture through six rivet holes, vertically on bulkhead bounding angle.
Forty feet of Starb side & twenty feet of Port side bilge keel plate now renewed on the Port & Starb Anchors & cables now ranged, examined & replaced as follows. The Port side lower anchor was reported lost this trip (see Cont.)

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on felt.) <u>✓</u>
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Rudder <u>Good</u>	Scuppers <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained (State if wedges removed.) <u>FT</u>
" " in way of sidelight <u>✓</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>FT</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Anchors, No. of <u>3 Browsers 1 stream</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>yes</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>yes</u>	Treenails <u>✓</u>	" length <u>255 fms</u> mean diam. <u>3"</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	" Rule length <u>300 fms</u> size <u>2 1/2"</u>
Floors <u>✓</u>	Have the Tanks been examined internally? <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>Good</u>
Keelsons <u>✓</u>	Have the Tanks been tested? <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>✓</u>
Stringers <u>✓</u>	Air and Sounding Pipes <u>✓</u>	" " at other places <u>✓</u>	Standing and Running Rigging <u>✓</u>
Inner Bottom Plating <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Stringers, Clamps & Shelves <u>✓</u>	Sails <u>See under Leading Equipment</u>
Salting (State if examined.) <u>✓</u>			

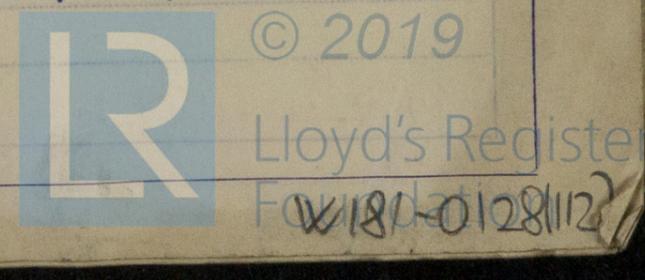
General Observations, Opinion as to Class, Recommendation, &c.:

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 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 so far as now seen is in good & safe condition eligible in my opinion to remain as classed with fresh record of Survey 4-42. Subject to 180 fms anchor chain being supplied at first opportunity.
Note—Plates nos 10 & 11 in bilge strake Port side were specially examined E W repair & found sound & in my opinion may now be deleted as SR hits

Survey Fee (per Section 29) £ 76.00
Special Damage or Repair Fee (if any) (per Sec. 29) £ ✓
Travelling Expenses (if chargeable) £ ✓
Second Surveyor's Fee (if any) £ ✓

Committee's Minute NEW YORK APR 29 1942
Character Assigned Deferred for Equipment
D.B.S. 4, 42.

PLATE IN BILGE STRAKE



The Surveyors are requested not to sign or below the space for Committee's Minutes.

Is Certificate required? If so, to be sent to _____

Cont

M. V. J. A. Moffatt Jr

off Cape Lookout on March 4th 1942 while anchored for the night & now replaced by a new bower anchor, marks as follows
P. 8375 J.F.M. 3-42. Proof weight 143540 A.B. 10360 and on fluke A.B. 7530

Two photo of cable & part of third photo were missing & new anchor coupled on at the 45 fath sheath

The Port side being now 45 fath of cable shot.

The Starb side cable of cast steel links, for 135 fths requires renewal at first opportunity (on account of being worn to renewal size).

The chain locker was doubled & strengthened by welded plate on forward & starb bulkheads & cleaned & painted.

The rudder locking pinle was removed, refitted & refastened

Two ventilator cowls on fore deck now renewed.

All life boats & equipment overhauled & placed in good order & one new extra steel life boat supplied & fitted.

Note -

This vessel has now been fitted with entire defense requirements & all sea valves protected.

Cert. Signed, Copy herewith.

M.D.

Note. Record of S.S. N.Y.K. 2nd 103-3-41 reported recently assigned.

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.			
not produced	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.	Status.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.

Iron Steam Chain or Steel Wire.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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.