

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20/4/42 1942 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
eg. Book. 1644 on the Wood, Iron or Steel M. 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
UNDER DK. 7862 Managers ✓ (if not already recorded in Appendix to Register Book)
NET 637 Port belonging to Wilmington Del

Surveyed Afloat ✓ in Dry Dock? Back Name of Dock Yard Gal D.Ds Ltd Destined Voyage ✓
Cell DBa DBa feet; uE&B DBa feet; f DBa feet
Total capacity DBa tons. FPT DBa tons; APT DBa tons; MT DBa 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 serialim 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 ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A.I. Shelter Dr</u>	<u>+LMC.C.S. 6-38</u>
<u>with freeboard 9-39</u>	<u>(3.41.9.41 9-39)</u>
<u>SS NYK 2nd No 3 3.41</u>	<u>D.B.S. 3-41</u>
<u>carrying petroleum in bulk</u>	<u>+N.E. 12-27</u>
	<u>C.L. 9-39</u>
	<u>Oil Engine</u>
	<u>Continuous Survey.</u>

Was a damage report made by anyone else? if so, by whom? ✓

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.
Other Repairs W.D.T.

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
in 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	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks <u>Good</u>	<u>✓</u>	<u>Good</u>	<u>✓</u>
Caulking of Decks <u>"</u>	<u>✓</u>	<u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	<u>✓</u>	<u>✓</u>	Boats <u>Good</u>
Beams & Fastenings <u>Good</u>	<u>Good</u>	<u>✓</u>	Masts, Yards, &c. <u>✓</u>
Outside Plating <u>Good</u>	<u>✓</u>	<u>Good</u>	Condition, how ascertained (State if wedges removed.) <u>FT</u>
" " in way of sidelight <u>✓</u>	<u>✓</u>	<u>✓</u>	Equipment letter <u>FT</u>
Frames <u>✓</u>	<u>✓</u>	<u>✓</u>	Anchors, No. of <u>3 Browsers 1 stream</u>
Reverse Frames <u>✓</u>	<u>✓</u>	<u>✓</u>	Cables (State if now ranged) <u>yes</u>
Longitudinals <u>✓</u>	<u>✓</u>	<u>✓</u>	" length <u>255 fms</u> mean diam. <u>2 1/2"</u>
Transverses <u>✓</u>	<u>✓</u>	<u>✓</u>	" (on board) <u>300 fms</u> size <u>2 1/2"</u>
Floors <u>✓</u>	<u>✓</u>	<u>✓</u>	Chain Locker <u>Good</u>
Keelsons <u>✓</u>	<u>✓</u>	<u>✓</u>	Hawsers & Warps <u>✓</u>
Stringers <u>✓</u>	<u>✓</u>	<u>✓</u>	Standing and Running Rigging <u>✓</u>
Inner Bottom Plating <u>✓</u>	<u>✓</u>	<u>✓</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>✓</u>	<u>✓</u>	<u>✓</u>	<u>* See under Leading Equipment.</u>
Have the Tanks been tested? <u>✓</u>	<u>✓</u>	<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 7' x 10' & 11' in bilge strake Port side were specially examined E.W. repair & found sound in my opinion may now be deleted as SR list)

Survey Fee (per Section 29)	£ <u>70.00</u>	Fees applied for, <u>20/4/42</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£ <u>✓</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	£ <u>✓</u>	
Second Surveyor's Fee (if any)	£ <u>✓</u>	

Committee's Minute NEW YORK APR 29 1942
Character Assigned Deferred for Equipment
D.B.S. 4, 42.
first leading PLATED IN BILGE STRAKE.

M. V. G. A. Moffett Jr.

7530
F.M

J. F. M.
P 8375
3-42

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

M.D.,

Note. Record of S.S. N.Y.K. 2nd No. 3-3-41 reported recently assigned.

ANCHORS.

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

WEIGHT OF CHAIN	Length and size	
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Iron Stream Chain }
or Steel Wire.... }