

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report May 30th 1942 When handed in at Local Office June 10, 1942 Part of New York
 No. in Reg. Book 28670 Survey held at New York Date First Survey March 19th 1942 Last Survey April 23rd 1942
 (No. of Visits 20)

28670 on the Wood, Iron or Steel "MIRLO"
 TONNAGE:— Built at Newcastle By whom Armstrong Whitworth & Co When 1922 - 1
 GROSS 7455 Owners W. H. Wilhelmsen Owners' Address as recorded
 UNDER DK. 6887 Managers _____ (if not already recorded in Appendix to Register Book).
 NET 4415 Port belonging to Landsberg

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem St. Brooklyn Destined Voyage _____
 Cell D Bor DBa _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ 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. 41338 Port N.Y.K.

(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).
+100A1 6.41	+LMC ms 6.41
SS Gd. No 3-3.34	BS 3.41
SS Fat. No 1.27	CL 5.40
SS N.Y.K. No 2 4.1	
Carrying Petroleum in Bulk	
Fitted for O.F. 122 F.P. above 150°F	
Society's Freeboard (if assigned) as painted on Ship and now verified } _____ ft. _____ ins.	

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.

Not requested. Was a damage report made by anyone else? if so, by whom? Underwritten surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused (1) when the vessel encountered heavy weather on a voyage from Sydney, Nova Scotia to Murmansk Nov 16th to Dec 20th 1941 and on a voyage from Murmansk to New York Dec 29th 1941 to March 6th 1942, (2) when the vessel ran aground at Sokanka, Russia on Dec 31st 1941 and (3) when the vessel was struck by the barge Hygrade N° 16 on March 27th 1942 while lying at the Bethlehem Steel Company's Pier at 27th Street, Brooklyn. For further particulars please see vessel's log books.

How done:— Vessel placed in Dry Dock. The bottom, keel and rudder cleaned, examined, placed in good order and re-coated. Anchors & chains ranged and examined. 16 Patent detachable links supplied. (cont. Rpt 9a)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	8.			7.				
Removed and Fair'd or Repaired	3.			6.				
Fair'd or Repaired in place	9.							

PRESENT CONDITION OF THE	
Decks <u>Good</u>	Bulkheads <u>Good</u>
Caulking of Decks <u>"</u>	Ceiling <u>"</u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>
Beams & Fastenings <u>"</u>	Rudder <u>Good</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>
Floors <u>"</u>	Air and Sounding Pipes <u>"</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>
Stringers <u>✓</u>	
Inner Bottom Plating <u>Good</u>	
Have the Tanks been examined internally? <u>yes.</u>	
Have the Tanks been tested? <u>yes.</u>	
Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>✓</u>
Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month _____ Year <u>✓</u>
Oil Bunkers <u>Good</u>	Boats <u>Good</u>
Scuppers <u>"</u>	Masts, Yards, &c. <u>"</u>
Cargo Hatchways <u>"</u>	Condition, how ascertained <u>from deck.</u>
Hatches <u>"</u>	(State if wedges removed.)
Planking <u>✓</u>	Equipment letter <u>6+</u>
Caulking <u>✓</u>	Anchors, No. of <u>3 B. 1 S.</u>
Treenails <u>✓</u>	Cables (State if now ranged) <u>yes.</u>
Breasthooks & Stemson <u>✓</u>	" length <u>300 fms</u> mean diam. <u>2 1/2"</u>
Transoms, Pointers & Crutches <u>✓</u>	" Rule length <u>300 fms</u> size <u>2 3/8"</u>
Timbers of Frame at openings <u>✓</u>	Chain Locker <u>Good</u>
" " at other places <u>✓</u>	Hawsers & Warps <u>Sufficient</u>
Stringers, Clamps & Shelves <u>✓</u>	Standing and Running Rigging <u>Good</u>
Safing <u>✓</u>	Sails <u>✓</u>

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

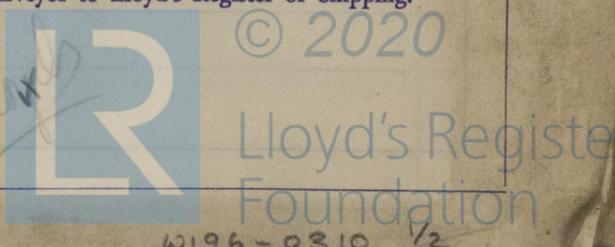
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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 is in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of survey 4-42.

Survey Fee (per Section 29) _____ £	Fees applied for, <u>June 29, 42</u>
Special Damage or Repair Fee (if any) (per Sec. 29) _____ £	Received by me, _____
Travelling Expenses (if chargeable) _____ £	19 _____
Second Surveyor's Fee (if any) <u>late & Sunday feed.</u> _____ £	

John Briggs
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 27 1942
 Character Assigned 100A1
Carrying Petroleum in Bulk
Fitted for oil fuel, 122 F.P. above 150°F.
B.S. 4, 42.



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

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

REPORT OF SURVEY FOR REPAIRS

Rpt. No. 9a.
Port of New York
Continuation of Report No. 42501 dated May 30 1942 on the

S.S. "MIRLO"

1st Damage Repair:— All main cargo tanks, summer tanks, bunker tanks, fore & after peak tanks, cofferdams and daily service tanks tested by water pressure and all leaky seams and rivets dealt with as found necessary. On completion of repairs the tanks were again tested and proved in good order. The Port & starboard gypsy wheels of the windlass were found damaged and were renewed.

2nd Damage Repair:— Keel
Keel Plates W^o 11, 12 & 13 slightly set-up. Removed and faired (3)
Keel Plates W^o 14 & 15 set-up. Renewed (2)

Port side.

"A" strake Plates W^o 10, 11 & 12 slightly set-up. Faired in place (3)
"A" strake Plate W^o 13 set-up. Renewed (1)

Starboard side.

"A" strake Plate W^o 13 slightly set-up. Faired in place (1)
"B" strake Plates W^o 9, 10, 11, 12 & 13 set-up. Renewed (5)
"B" strake Plate W^o 14 slightly set-up. Faired in place (1)
"C" strake Plates W^o 8, 9, 10 & 11 slightly set-up. Faired in place (4)
"B" strake. 6 Butt straps renewed.

Internals. Keelson set-up in way of Engine Room & W. O. B. tank. bropped for approx. 30 ft., renewed and strapped. 4 Floors & 2 Intercostals removed & faired. 1 Floor & Intercostal renewed. Centre line bulkhead of W^o 10 cargo tank set-up, bropped, renewed & strapped. 6 deck floors in cargo tanks set-up & were renewed. All damaged boundary angles, brackets, floor & intercostal angles in way of above renewed where necessary. Tanks tested on completion of repairs and found good.

3rd Damage Repair. Rudder.
Rudder lifted, checked for alignment & found good. Gudgeons rebushed. W^o 5 gudgeon found cracked. crack was veed out & electrically welded and steel retaining strap fitted. Rudder stopper on stern frame slightly cracked. Veed out & electrically welded. 3 rudder pintles found bent & were renewed. Rudder swung on completion of repairs and found good.

J. Biggs.

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.						
1482	Fathoms.	Ins.	319050	446600					Fathoms.	Ins.	2 Detachable links & steel busting	National Malleable & Steel busting	Sharon, Pa. L.R. 12-40 G.D.	
	Certificate W ^o		W of links		Tensile		Breaking						Test marks	
	3029-30-31		3		303,320 lbs.		424,630 lbs.						L.R. 12-40 G.D.	
	1327-28-29		6		303,320 lbs.		424,630 lbs.						L.R. 12-4-41 A.T.G.	
	1330-31-32		5		287,930 lbs.		403,100 lbs.						L.R. 12-4-41 A.T.G.	
	1333-1336-1339		5		287,930 lbs.		403,100 lbs.						L.R. 12-4-41 A.T.G.	
	1342-1344		5		287,930 lbs.		403,100 lbs.						L.R. 12-4-41 A.T.G.	

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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