

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report July 9 40 When handed in at Local Office July 9 40 Port of New York  
 No. in Survey held at Hoboken N.J. Date, First Survey 18<sup>th</sup> June Last Survey 2<sup>nd</sup> July 1940  
 on the ~~Wood, Iron or Steel~~ S.S. WEST CAWTHON

Tonnage: Gross 5611 Built at San Pedro, Cal. By whom S. Western S.B. Co. When 1919  
 Under Deck 3482 Owners Sir R. Repner Owners' Address 21 yrs old  
 Managers West Hartlepool Port belonging to West Hartlepool

Surveyed Afloat and in Dry Dock? Yes Name of Dock Bethlehem Steel Co. Destined Voyage ✓  
 Height of Deck above Water 11 feet; uE&B 11 feet; f 11 feet } Particulars of Classification (which must be inserted  
 Total capacity 11 tons. FPT 11 tons; APT 11 tons; MT 11 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. \_\_\_\_\_ Port \_\_\_\_\_

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.

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 ✓  
 Society's Freeboard (if assigned) as painted on Ship and now verified See below

Was a damage report made by anyone else? If so, by whom? ✓  
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Class Contemplated Part 55 No 3

The Vessel placed on dry dock, bottom & rudder cleaned, examined & recreated. Anchors & cables ranged. Holds, tween decks, peak spaces E&B spaces, decks & general equipment, Hatch Coamings Covers & Supports in position, Ventilator Coamings & Covers, Casings, WT doors, Windlass & Steering gear, Air & Sounding pipes examined now good. Forward marks previously assigned by the American Bureau of Shipping Verified & AB changed to L.R. Remaining to Complete S.S. No 3. All tanks to be examined internally & tested. Ceiling to be lifted. Masts & rigging, plating under side lights to examine. WT repairs Still plating wanted in way of boiler flow valve. Valve repaired, plating built

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	Good.	Good	Good	Good	Good	Good	Good	Good	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or I.M.	Good	When fitted, Month	Year
Plating of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	Good	Boats	Good
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	Condition, how ascertained	Good	Masts, Yards, &c.	Good
Frames & Fastenings	Good	Rudder	Good	Scuppers	Good	(State if wedges removed)	Good	Equipment letter	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Equipment letter	Good	Anchors, No. of	3 B 1 S 1 K
Plating in way of sidelights	Good	Windlass	Good	Hatches	Good	Equipment letter	Good	Cables (State if now ranged)	Yes
Transverse Frames	Good	Have pumps been examined and found efficient?	No	Planking	Good	Equipment letter	Good	length	270
Longitudinals	Good	Have Sluice Valves been examined and found efficient?	No	Caulking	Good	Equipment letter	Good	mean diamr.	2 1/4
Transverses	Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	Good	Equipment letter	Good	Rule length	270
Decks	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	Good	Equipment letter	Good	size	2 1/4
Frames	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	Good	Equipment letter	Good	Chain Locker	Good
Frames	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	Good	Equipment letter	Good	Hawsers & Warps	Good
Frames	Good			Stringers, Clamps & Shelves	Good	Equipment letter	Good	Standing and Running Rigging	Good
Frames	Good			Salting (State if examined.)	Good	Equipment letter	Good	Sails	Good

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, being so far as seen in efficient condition, will be eligible to be classed 100 A1 on the satisfactory completion of Special Survey No 3 and to have fresh record of Survey 7.40. upon the approval of the Committee.

Survey Fee (per Section 29) RM. 50.00 this fee approved have been charged for the Sept 10 1940  
 Special Damage or Repair Fee (if any) £  
 Surveying Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £

Committee's Minute NEW YORK JUL 10 1940  
 Character Assigned 100 A1 Classification contemplated Examined 7.40  
 Surveyor to Lloyd's Register of Shipping. J.M. Belton



Is Certificate required? If so, to be sent to W30-0139

U.S. WEST CANTON

W &amp; T repairs (ctd)

up by welding &amp; valve refitted.

Shell plating at forward corner of main injection sea chest  
built up by welding.Shell framing angle in way of deep tank in No 2 Hold leaking  
now caulked & made tight.

Rudder plate &amp; fairwater plates on rudder cracked now welded.

Leaking shell nuts in way of deep tank caulked &amp; made tight.

1st shell frame skirt side aft of No 2 Hold forward bulkhead  
fractured on inner flange, now welded.

Hatch covers removed as found necessary

JMS