and outer butt straps renewed. No. 5 faired in place.

Shell plates port side:- A 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11 B 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11

VESSEL'S NAME "SWEEP" (ex "OLEAN") Report Baltimore No. 7882

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in decimals of an inch.

RETAIN

STRAKE.	AMIDSHIP. Original Thickness.	Thickness by drilling. Port.	Thickness by drilling. Std.	Diminution if any. Port.	Diminution if any. Std.	FORWARD. Original Thickness.	Thickness by drilling. Port.	Thickness by drilling. Std.	Diminution if any. Port.	Diminution if any. Std.	AFT. Original Thickness.	Thickness by drilling. Port.	Thickness by drilling. Std.	Diminution if any. Port.	Diminution if any. Std.	REMARKS.
SPAR SHEER STRAKE																
Strake below																
MAIN SHEER STRAKE	1.10	1.10	1.10	-	-	.59	.53	.53	.06	.06	.58	.53	.53	.05	.05	
1st Strake below	.76	.76	.76	-	-	.52	.53	.53	-	-	.52	.53	.53	-	-	
2nd " "	.64	.55	.56	.09	.08	.52	.43	.46	.09	.06	.52	.43	.46	.09	.06	
3rd " "	.64	.56	.59	.08	.05	.52	.53	.46		-.06	.50	.53	.46	-	.04	
4th " "	.64	.56	.62	.08	.02	.52	.50	.50	.02	.02	.50	.53	.46	-	.04	
5th " "	.64	.59	.59	.05	.05	.52	.50	.50	.02	.02	.52	.50	.50	.02	.02	
6th " "	.64	.64	.64	-	-	.50	.46	.46	.04	.04	.50	.50	.50	-	-	
7th " "	.64	.64	.64	-	-	.50	.50	.50	-	-	.56	.50	.56	.06	-	
8th " "	.64	.64	.56	-	.08	.52	.46	.53	.06	-	.54	.54	.54	-	-	
9th " "	.64	.59	.59	.05	.05	.56	.56	.56	-	-	.84	.84	.84	-	-	
10th " "	.64	.53	.53	.11	.11	.54	.54	.54	-	-						
11th " "	.64	.56	.56	.08	.08	.84	.84	.84	-	-						
	1.04	1.04	1.04	-	-											

Drillings at ends to be made in the vicinity of the peak bulkheads.

W346-0092 3/3

opinion to be continued as now classed with fresh record of survey 5,43 and Notation S.S. 2nd No. 3 -

Rpt. 8. RETAIN (Received at London Office REC'D NEW YORK AUG 11 1943) No. 7882

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Aug. 10, 1943 When handed in at Local Office Aug. 10, 1943 Port of Baltimore, Maryland

No. in Reg. Book. 79812 Survey held at Baltimore, Maryland Date, First Survey June 30, 1942 Last Survey May 18th, 1943 (No. of Visits 71)

on the ~~Wood, Iron or~~ Steel S.S. "SWEEP" (Ex. "OLEAN"

59728.

TONNAGE:— GROSS 7223 UNDER DK. 6351 NET 5184

Built at Philadelphia By whom W. Cramp & Sons S. & E.B. Co. When YEAR 1919 MONTH -

Owners War Shipping Administration Owners' Address - (if not already recorded in Appendix to Register Book).

Managers Bernuth Lambke Port belonging to New York

Surveyed Afloat or in Dry Dock? Both Name of Dock Bethlehem Steel Co., Key Highway, Baltimore, Md. Destined Voyage -

CellDBorDBa ___ 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.

Yes Now

Last Report, No. 7719 Port BAL.

(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.

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 Required

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

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

CHARACTER. ✠ for Special Survey. Date of last Survey and at Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100 A1 3,42	LMC 2,41
ss N.Ns.No.3-1,32	BS 3,42
ss Nyk.No.2-41	TS CL 3,40
Changing fuel in bunk.	
Fitted for oil fuel 150° F.	1919 F.P. above

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft 6 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking, enemy action damage repairs, S.S. 2nd No. 3

The vessel placed in drydock, the bottom and rudder cleaned, examined and after repairs recoated.

Found on account of damage stated to have been sustained by enemy action on March 16th, 1942 off Cape Henry, Virginia, U.S.A..

The shell plating starboard side in way of engine room demolished or distorted from keel to M strake between frame Nos. 49 and 21 and on port side the shell plating ruptured or distorted from keel to M. strake from frame Nos. 48 to 22 and the deck plating in way and also in way of cargo pumproom distorted.

Done for repairs:- All plates numbered from aft:- Keel plates:- Nos. 1, 2, 3, 4, 6, 7, 9, 10, 11 with inner and outer butt straps renewed. No. 5 faired in place.

Shell plates port side:- A 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, B 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, C 1, 2, 3, 4, 5, 6, 7, 8, 9, D 1, 2, 4, 5, 10, E 2, 3, 5, 6, 7, F 3, 4, 5, 6, 7, 8, 9, 13, G 6, 7, 11, H 5, 6, 7, 11, J 3, 6,

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	140	15	-	-	All in way 2nd, main & poop dks. aft	E & B Rooms	2nd, Main Poop & Boat Decks	-
Removed and Faired or Repaired	12	-	-	-		-		-
Faired or Repaired in place	9	-	-	-		-		-

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-
Coamings	"	Cement or Asphalt	-	Oil Bunkers	Good
Beams & Fastenings	"	Rudder	Good	Scuppers	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"
" " in way of sidelights	"	Windlass	"	Hatches	"
Frames	"	Have pumps been examined and found efficient?	Yes		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Planking	-
Longitudinals	"	Have Watertight Doors been examined and found efficient?	-	Caulking	-
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Treenails	-
Floors	"	Air and Sounding Pipes	"	Breasthooks & Stemson	-
Keelsons	"	Doubling Plates under Sounding Pipes	Good	Transoms, Pointers & Crutches	-
Stringers	"			Timbers of Frame at openings	-
Inner Bottom Plating				" " at other places	-
Have the Tanks been examined internally?	Yes			Stringers, Clamps & Shelves	-
Have the Tanks been tested?	Yes			Salting (State if examined.)	-

Copper, or Y.M. (State if on Felt.)	-
When fitted, Month - Year	-
Boats	Good
Masts, Yards, &c.	"
Condition, how ascertained (State if wedges removed.)	Examined (Rpt. Att.)
Equipment letter	-
Anchors, No. of	3 B 1 S
Cables (State if now ranged)	Yes
" length (on board)	300 fms. mean diamr. 2 3/16
" Rule length	300 fms. size 2 3/16
Chain Locker	Good
Hawsers & Warps	"
Standing and Running Rigging	"
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 so far as now seen is in good and efficient condition and eligible in my opinion to be continued as now classed with fresh record of survey 5,43 and Notation S.S. 2nd No. 3 - 5,43

Survey Fee (per Section 29) S.S. 2nd No. 3	£ $ 394.00	Fees applied for, Aug. 10, 1943	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 1250.00	Received by me, 19	
Travelling Expenses (if chargeable)	£ 95.00		
Second Surveyor's Fee (if any) Rig. fee	£ 20.00		
Telegrams and photostats	11.75		

Surveyor to Lloyd's Register of Shipping.

NEW YORK AUG 25 1943

Committee's Minute

Character Assigned 5,43 BAL

S. S. BAL. 2ND. NO. 3 - 5,43

Withdrawn Credit: Hull N.E. 19 refitted 5-43 N.B. made 41 fitted 5-43 LMC. 5-43 T.S.N. 3-43

(The Surveyor) Is Certificate required? If so, to be sent to

W346-0092

7, K 6, 7, L 7, bulwark plates 11, 12, 13, 14, 15 renewed.

C 6, D 6, 9, M 8 removed, faired , replaced, D 3, G 4, G 5 and K 3 faired in place.

Shell plates Starboard Side:- A 1, 2, 3, 4, 5, 8, 9, 10, 11, B 1, 2, 3, 4, 5, 8, 9, 10, C1 2, 3, 5, 6, 7, 8, D 1, 2, 7, 8, 9, 10, E 5, 6, 7, F 1, 2, 3, 4, 5, 7, 13, G 2, 3, 4, 5, 6, 11, 12, H 2, 3, 4, 5, J 2, 3, 4, 5, K 4, 5, 6, 7, 8, L 4, 5, 6, M 5, 6, renewed.

B 11, D, 5, 6, F6, H 6, J 6, 7, K 9 removed, faired and replaced.

D 3, L 3, M 4, 7, faired in place.

Longitudinal frames, Starboard:- All longitudinal frames from No. 3 below second deck to No. 13 renewed complete with all connections from frame No. 48 to frame No. 39. Longitudinals Nos. 14 to 18 renewed from frame Nos. 43 to 41. Nos. 19 to 20 renewed from frame Nos. 43 to 42. Nos. 21 to 22 renewed from frame Nos. 43 to 41. Nos. 9 to 22 renewed from frame No. 25 to 23. Nos. 7 to 20 cropped forward of frame No. 23 and cropped sections renewed. All attached bulkhead brackets renewed and longitudinals butt welded. End connections of longitudinals Nos. 12 to 22 at bulkheads No. 28 - 25 and 20 reriveted.

Longitudinal frames, Port:- Nos. 3 and 4 renewed from frame No. 43 to 37. Nos. 5 and 6 renewed from frame No. 48 to 45. Nos. 7 and 8 renewed from frame Nos. 42 to 36. Nos. 9, 10, 11 and 12 from frame No. 48 to 37, Nos 7 and 8 from frame Nos. 25 to 23. End connections of longitudinals Nos. 12 to 22 at bulkheads No. 28 - 25 and 20 reriveted.

Nos. 7 to 20 cropped forward of frame No. 23 and cropped sections renewed. All attached bulkhead brackets renewed and longitudinals butt welded.

Transverse frames, Starboard:- Nos. 42, 3, 4, 5, 6 and 7 renewed complete with all connections from tanktop to upper deck.

Transverse frames, Port:- No. 37 cropped and renewed for lenght of 18 ft. above tanktop., No. 40

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.
		~~xxxxxx~~ lbs.	Cwts. qrs. lbs.	~~xxxxxx~~ lbs.	Cwts. qrs. lbs.	If Patent state name of Patentee.		If Stockless, state Mechanical Test.
14521	1st Bower ...	9610		138544	8120	Baldt Stockless	Baldt Anchor, Chain & Forge Corp.	Philadelphia Nov. 6th, 1942 J. K. Helms
14522	2nd "	9530		138544	8120	" "		
	3rd "				6944			
	Collective Weight. .				13184			
	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. Length.	Length and size supplied. Diam.	Test per Certificate. Statutory.	Test per Certificate. Breaking.	Weight of Chain Cable. Supplied.	Weight of Chain Cable. Per Rule.	Length and size per rule. Length.	Length and size per rule. Diam.	Description.	Makers of Cables.	When and where tested and Superintendent.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs	Cwts. qrs. lbs.	Fathoms.	Ins.			
1587	300 2	3/16	272910	382060	82609		300	2 3/16	Cast Steel Stud Link	Nat. Malleable Steel Castings Co.	December 4th, 1942 Pittsburgh, Pa. A. Grimes.
Iron Stream Chain or Steel Wire...											

renewed from tanktop to upper deck with connections. Nos. 41, 2, 3, 4, 5, 6 and 7 cropped above tanktop and renewed upwards with all connections. All frames butt welded where cropped.

Bulkheads:- Shell boundary bar of bulkheads Nos. 25 and 23 renewed from longitudinal No. 7 port to longitudinal No. 7 starboard.

Bottom strake of bulkhead No. 25 removed, faired and replaced.

Afterpeak bulkhead No. 48 renewed in its entirety with all stiffeners and connections.

Inner bottom plating and internals:- Inner bottom A and B strakes, port and starboard, renewed from frame No. 46 forward for lenght of 32 ft. C strakes, port and starboard, renewed from frame No. 44 1/2 forward for length of 12 ft. Centre line rider plate renewed from frame

No. 45 forward for length of 77ft. Centre keelson and all connections renewed complete with all connections in way of engine room double bottom tank. Port and starboard intercostal guides with all connections renewed complete in way engine room. Shell boundary bar of engine and boiler room double bottom tanks renewed throughout.

Decks:- Second deck plating in D, E, and F strakes renewed from frame No. 39 to 43 1/4, 42 3/4 and 44 respectively, port side. All longitudinal deck beams renewed.

Second deck plating in A and B strake renewed from frame No. 42 to 43, and from frame No. 46 to 47, C strake from frame No. 41 1/2 to 48, D strake from frame No. 40 1/2 to 47 1/2, E strake from frame No. 39 3/4 to 50, F strake from frame 41 3/4 to 50, Starboard side. All longitudinal deck beams renewed.

Main deck plating renewed from frame No. 40 to 47 in C, D, E and F strakes, and two outboard strakes from frame No. 26 to 22 also longitudinal deck beams and boundary bar in way, starboard side.

Poop deck plating, A, B and C strakes renewed completely port and starboard.

Boat deck renewed throughout with steel. All deck beams renewed.

Engine Casing:- The engine casing with doors, skylights, ventilators, coamings and etc completely renewed.

Alterations:- The after thwartship and transverse bulkheads of the original fuel oil tanks which extended from frame Nos. 39 to 43 now removed and a new oil tight bulkhead installed at frame No. 40 2/3 , the space between frame No. 39 and 40 2/3 forming the new fuel oil tanks. Please see attached plan.

New pillars and girders erected at frames No. 42 and 43, port and starboard as per attached plan.

The inner bottom plating, port and starboard, between frames No. 40 2/3 and 43 extended outboard to shell as per attached plan.

The original poop deck house, port and starboard, extended from frame No. 43 to 40 to form additional accommodation. Please see attached plan.

Equipment:- The missing anchors and cables renewed and all equipment placed in order.

Rudder: The rudder and upper stock unshipped, gudgeons and pintle eyes bored true, new pintles and gudgeon bushings fitted throughout, the upper stock checked for truth and the original rudder converted to a contra rudder as per attached plan. Stern post scarph rivets renewed.

Steering Gear:- The steering engine and all gear entirely reconditioned.

Windlass:- The windlass and all gear reconditioned throughout, new cable lifters fitted to accommodate new anchor cables.

Lifeboats and davits:- The missing lifeboats port and starboard renewed with all equipment, the original davits tested, reconditioned and replaced.

Testing:- The bottoms of forepeak, cargo hold, cofferdams, main cargo tanks, fuel oil tanks, engine and boiler room double bottom tanks and after peak tested on the dock and all proven tight. All compartments afterwards tested afloat to Rule requirements and all proven tight. All new superstructure and shell plating repairs in way of engine and boiler rooms hose tested and proven tight.

Trials:- Windlass anchors and cables and the steering gear and all equipment tested at sea as for new installation and all found satisfactory.

Done for S.S. 2nd No. 3:- The bottom plating examined in drydock, the forepeak, chain locker, dry cargo hold, pumprooms, main cargo tanks summer tanks, cofferdam, oil fuel tanks, engine and

← WHERE? at garage

boiler room spaces with bilges, engine and boiler room double bottom tanks, after peak and spaces over, windlass, steering engine and all gear, the decks, hatches ventilators and coamings, crew accommodation aft and amidships, shell plating under the side lights examined throughout and all found or now placed in order. The anchors and cables renewed (Cert. Att.) The masts and rigging examined (Rpt. Att.) and the freeboard markings verified. The forepeak, main and summer cargo tanks, fuel oil bunkers, engine and boiler room double bottom tanks, cofferdams and after peak tested throughout to Rule requirements and all placed in order. The shell plating drilled (Rpt. Att.).

Done for repairs:- The following shell plates renewed on account of wastage, plates numbered from aft:- Port Side:- A 18, A 19, A 19 1/2, B 18, C 15, C 16, C 17, F 21, F 22. Starboard side:- A 19, A 19 1/2, B 18, C 15, C16, C17, F21, F22. Keel plate No. 8. The following expansion trunk top plates renewed on account of wastage:- Centre plates Nos. 1, 7, 9, 10, A 1, 3, 8, 10, 11, B 1, 6, 7, 10 port side. A1, 6, 8, 10, 11, B1 Starboard side. Doubling plates on A1 port and starboard under winches renewed. All main tank hatch cover plates renewed on trunk top and Nos. 2 and 5 hatch coamings renewed. The port and starboard chain pipes renewed. The port and starboard and thwartship bulkheads of chain locker renewed from forepeak tanktop down, all stiffeners renewed.

Defense:- The vessel fitted with defense equipment and DeGaussing at this time, decks and etc. in way gun mounts efficiently stiffened.

S. R. List:- Rudder mainpiece below 3rd arm (E. W. & reinforced 3,42) specially to examine next docking.

Done:- The rudder mainpiece specially examined whilst unshipped and the repair found satisfactory. It is recommended that this item be now deleted.