

REPORT of SURVEY for REPAIRS, &C.

Date of writing Report July 10th 40 When handed in at Local Office July 15th 40 Port of New York
 No. in Survey held at New Jersey & Brooklyn N.Y. Date, First Survey January 29th Last Survey June 27th 1940
 g. Book. on the Wood, Iron or Steel S/S. VALIENTE ex. O'BRIEN BROTHERS

TONNAGE:-
 GROSS 5967 Built at Portsmouth New Hampshire By whom Atlantic Corporation When 1920
 UNDER DK. 5105 Owners Compania Diana De Vapores S.A. Owners' Address Calle Segundo Panama
 NET 3741 Managers Port belonging to Panama

Surveyed Afloat & in Dry Dock? yes Name of Dock Bethlehem Steel Corp. N.Y. Destination ✓
 WB=CellDBorDBa feet; uE&B & Erie Basin Brooklyn N.Y. Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements

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.

CHARACTER. * for Special Survey. Date of Last Survey and of Periodical Surveys.	Years Assigned Assumed expired.	Machinery and Boiler Surveys (including date of N.B., in any).
100A1 Class Contemplated		

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 Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 9 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Dry docking, 2nd SS. N^o 3 & reconversion from a dredge to a freighter
 (Vessel not built under survey) see 1st Entry report.
Now done Vessel placed on dry dock, bottom & rudder cleaned, examined & recoated.
 Shell plating drilled, see drilling sheet attached.
 Anchors & chain cables of proper size, weight & test fitted on board, for further particulars please see 1st Entry.
 Chain locker, fore & aft peaks, crew & machinery spaces, under engines & boilers cleaned, examined and found or placed in good order.
 Fore & aft peak tanks, all double bottom tanks, cofferdams, fuel oil settling tanks, & deep tank examined internally & found or placed in good order, except 1 floor in way of No 2 double bottom tank see end of report.
 Fore & aft peak tanks, all double bottom tanks, cofferdams & fuel oil settling tanks tested to rule requirements & proven tight. ov.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Paired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes		Copper, or P.M. of Wood Vessels	
Decks <u>good</u>	State if Tanks now tested <u>yes</u>	Air and Sounding Pipes <u>good</u>	Copper, or P.M. of Wood Vessels (State if on Felt.)	Chalking of Decks	Dblig. Plates under Sounding Pipes	When put on, Month	Year
Chamings	Bulkheads <u>good</u>	Engine Room Skylights	Boats <u>good</u>	Beams & Fastenings	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.	Condition, how ascertained <u>by examination</u>
Outside Plating	Ceiling	Oil Bunkers <u>good</u>	Condition, how ascertained (state if wedges removed) <u>yes</u>	" " in way of sidelights	Cement or Asphalt (state which.) <u>cement</u>	Sails	Sails <u>✓</u>
Breasthooks	Rudder <u>good</u>	Scuppers	Equipment letter <u>Z</u>	Breasthooks	Steering gear and its connections	Equipment letter	Equipment letter <u>Z</u>
Transoms	Have pumps now been examined and found efficient? <u>✓</u>	Cargo Hatchways	Anchors, No. of <u>3 B. 1 S.</u>	Frames	Windlass	Chain Locker	Chain Locker <u>good</u>
Reverse Frames	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Hatches	Cables (State if now ranged) <u>yes</u>	Longitudinals	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Cables (State if now ranged)	Cables (State if now ranged) <u>yes</u>
Transverses	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Planking of Wood Vessels	" length <u>270 fths</u> mean diamr. <u>2 1/2"</u>	Floors	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	" Rule length <u>270 fths</u> size <u>2 1/2"</u>	" length <u>270 fths</u> mean diamr. <u>2 1/2"</u>
Keelsons	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Oaulking	Hawser & Warps <u>good</u>	Stringers	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Hawser & Warps	Hawser & Warps <u>good</u>
Stringers	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Treenails	Standing and Running Rigging	Inner Bottom Plating	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Standing and Running Rigging	Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

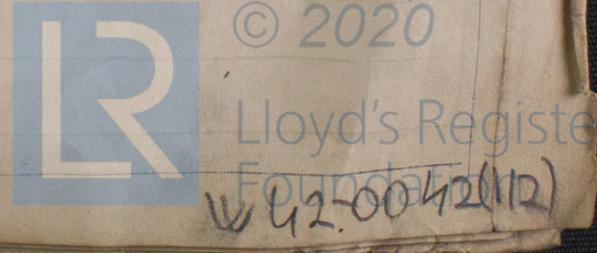
This vessel is eligible in our opinion to be classed 100 A1, with record of survey 6, 40 and the notation of S.S. N.Y.K. N^o 3, 6, 40, subject to the deep tank not being used for liquid cargo until tested & proven tight & to valve on port side in way of No 4 hold being removed & shell plating permanently blanked at the next dry docking, and to 1 floor & indented shell plating in way of No 2 double bottom tank port side being dealt with at the Owner's convenience.

Survey Fee (per Section 29) £ 690
 Special Damage or Repair Fee (if any) £ 1000
 Travelling Expenses (if chargeable) £ 60
 Second Surveyor's Fee (if any) _____

Fees applied for
 Received by me,
31-7-1940

J.A. Young & M. Belton
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUL 24 1940
 Character Assigned See First Entry report attached



All holds & bilges cleaned, examined found good, plating & tank top coated, wood ceiling & cargo battens fitted.

Decks, tween decks, hatchways, hatches, ventilators, coamings, casings, cleats, battens, tarpaulins, air & sounding pipes, scuppers, lifeboats, masts & rigging equipment, watertight door, windlass & steering gear examined and found or found in good order.

Repairs

All dredging machinery & construction removed.

Bulkheads & decks where cut for dredging apparatus, now efficiently doubled (see approved plan.)

New water tight door fitted at tunnel entrance in engine room. (see approved plan.)

New centre line bulkhead fitted in deep tank (see approved plan.)

After end coaming of no. 1 hatch renewed. Approximately 3,000 deck rivets renewed.

Broken lance pipe port side renewed.

All wood hatch covers renewed.

Fore & mainmast rigging & guys renewed

Other minor repairs effected.

The vessel being urgently required time did not permit of the deep tank being tested and it is recommended that the deep tank is not to be used for liquid cargo until tested & proven tight.

One sea valve port side of no. 4 hold for dredging apparatus, now blanked off from the inboard side and it is recommended that this valve be removed and shell plating permanently blanked next dry docking.

One floor found buckled & shell plating in way slightly indented, in port side of no. 2 double bottom tank, rivets, seams & caulking in way found tight and in my opinion is efficient meantime subject to being dealt with at the Owner's convenience.

J. B. J.

Pumps to be tested?