

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report Feb 1 1942 When handed in at Local Office Feb 2 1942 Port of New York

No. in Survey held at Hoboken, N. J. Date, First Survey Dec 31, 1941 Last Survey Jan 23 1942  
Reg. Book: on the Wood, Iron or Steel S. S. Lammat ou Pont (No. of Visits 4)

TONNAGE:-

GROSS 5102

UNDER DK 4694

NET 3164

Built at Londonderry

By whom H. of Ireland S. B. Co. Ltd.

YEAR. MONTH.

When 1914 5

Owners International Freight Corp. Inc.

Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Wilmington, Del.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Tietjen &amp; Lang Destined Voyage

Cell DBor DBa 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.

Last Report, No. 8137. Port L.A.

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

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

Was a damage report made by anyone else? if so, by whom? No. 2 plate

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs

how done :-

No 1 hold shell plates leaking, hose tested shell plating Port and Starboard, found plate No 2, 4th stake below sheer leaking at seams, the leaky rivets and seams were caulked and again hose tested and proved tight. The temporary repairs to No 3 plate starboard side hose tested, examined and found efficient meantime.

## SUMMARY OF DAMAGE REPAIRS:-

Renewed  
Removed and Fair'd or Repaired  
Fair'd or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

## PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally?

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

(State if examined.)

Copper, or Y.M.

(State if on Fest.)

When fitted, Month Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length mean diamr.

(on board)

" Rule length size

Chain Locker

Hawsers &amp; Warps

Standing and Running Rigging

Sails

## General Observations, Opinion as to Class, Recommendation, &amp;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 remain as classed without fresh record.

Survey Fee (per Section 29) £

£ 40. 00

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Received by me,

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Committee's Minute

Character Assigned As now

NEW YORK FEB 4 1942

Subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

WS2 - 0022



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

THE SURVEYORS ARE REQUESTED, NOT TO WRITE ACROSS THIS MARGIN.

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. |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|------|--------------------------|------|------|------------------------|---------|---|
|                        |                    | Owts.              | qrs. | lbs. | Owts.            | qrs. | lbs. | Tons                  | Owts. | qrs. | lbs. | Owts.                    | qrs. | lbs. |                        |         |   |
|                        | 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.

[illegible]