

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 19... Port of Seattle, Washington.

No. in Reg. Book. 22791 Survey held at Seattle, Washington. Date, First Survey Jan. 18th Last Survey Feb. 6th 1934
(No. of Visits 7)

TONNAGE—
GROSS 6245
UNDER DECK 4505
NET 3888
Built at Sunderland By whom Short Bros, Ltd. YEAR 1910 MONTH 2
Owners Grace S.S. Co., Inc. Owners' Address (if not already recorded in Appendix to Register Book).
Managers - Port belonging to New York

Surveyed Afloat or in Dry Dock? D.D. Name of Dock Todd Dry Dock Destined Voyage Japan

WB=CellDBorDBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT tons. }

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2102 Port Sea

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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

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 of Periodical Surveys.	YEAR Assigned and now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1 Shelter Dk with Freeboard 12,29</u>		<u>LMC.MS.12,29</u>
<u>SS.NYK.No.3-6,22</u>		<u>BS.7,30</u>
<u>SS.Sea.No.1-26</u>		<u>CL.N4,29</u>
Fitted for oil fuel 9,11 F.P. above 150 F.		
UNDERTAKING CASE		

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Undertaking Case. Vessel to proceed to Japan to be broken up.

NOW DONE:— The vessel was placed on dry dock, bottom and sides cleaned of all marine growth, examined and found in good order. The rudder let loose at gears and hung from side to side and all found in good working condition. The steering gears overhauled, examined and together with the steering chains found in good order. (One complete spare set of chains on board the vessel.) The steering arrangements afterwards tested out under working conditions and proven in good working order. All holds, tween and shelter deck spaces examined, structure found good and holds placed in good order to receive cargo. The holds only partially fitted with cargo battens. The pumping arrangements for all hold bilges tested out under working conditions before the limber boards were fitted and proven in good working order. New ceiling laid where necessary. The fore and after peaks tested out as per Rules and proven tight. The weather deck together with the hatchways and coamings ~~and~~ found in good order. The hatches, strong backs, fore and afters, etc., found in good order and battening down arrangements including tarpaulins in good condition. The ventilators and their coamings found in good order and coamings fitted with caps and covers. The windlass tested out under working conditions and proven in good working order. W.T. Doors tested out and lifeboats and their gear placed in good order. E & B spaces found in good condition.

NOTE: This vessel has been bought by Amakasu Gomei Kaisha of Yokohama and is reported sold to be broken up. Vessel is proceeding under the Japan Flag with port of register Osaka.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels	
Decks <u>Good</u>	State if Tanks have been examined inside <u>No</u>	Dblg. Plates under Sounding Pipes <u>-</u>	Copper, or Y.M. of Wood Vessels <u>-</u>
Gaulking of Decks <u>"</u>	State if Tanks now tested <u>See above</u>	Engine Room Skylights <u>Good</u>	(State if on Feet) <u>-</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	When put on, Month <u>-</u> Year <u>-</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Scuppers <u>"</u>	Boats <u>Good</u>
Outside Plating <u>"</u>	Cement or Asphalt <u>-</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
Breasthooks <u>-</u>	(State which.)	Hatches <u>"</u>	Condition, how ascertained <u>From Deck</u>
Transoms <u>-</u>	Rudder <u>Good</u>	Planking of Wood Vessels <u>-</u>	(State if wedges removed) <u>No</u>
Frames <u>Good</u>	Steering gear and its connections <u>"</u>	Caulking ditto <u>-</u>	Sails <u>-</u>
Everse Frames <u>"</u>	Windlass <u>"</u>	Treenails ditto <u>-</u>	Equipment letter <u>-</u>
Longitudinals <u>-</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Breasthooks & Stenson ditto <u>-</u>	Anchors, No. of <u>3B. 1S.</u>
Transverses <u>-</u>	Have Sluice Valves now been examined and found efficient? <u>-</u>	Transoms, Pointers, & Crutches ditto <u>-</u>	Cables (State if now ranged) <u>No</u>
Floors <u>-</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>-</u>	" length <u>-</u> size <u>-</u>
Keelsons <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Ditto Ditto at other places ditto <u>-</u>	" Rule length <u>-</u> size <u>-</u>
Stringers <u>-</u>		Stringers, Clamps & Shelves ditto <u>-</u>	Hawser & Warps <u>Good</u>
Inner Bottom Plating <u>-</u>		Salting ditto <u>-</u>	Standing and Running Rigging <u>Good.</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 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 and ptnb24, &c."

This vessel is now in efficient condition and eligible in my opinion to remain as classed in the Register Book for a contemplated voyage to Japan.

Survey Fee (per Section 29)	£ 75,00	Fees applied for, Feb. 6th 19 34
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, Feb. 10th 19 34
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute

NEW YORK FEB 28 1934

Character assigned 100 A1 Shelter Deck with Fbd.
Fitted for oil fuel 9,11 F.P. above 150° F.
S.S. Sea No 2. 29 B.S. 2.34 T.S. 1.34

W.P. Smith
Surveyor to Lloyd's Register of Shipping.
FRI. 25 MAY 1934

Lloyd's Register Foundation

W598-0202

10th, 1932.—Transfer Fee.
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to