

Date of writing Report 19-5-1939 When handed in at Local Office 10 Port of Rosterdam  
No. in Reg. Book. 1 Survey held at Schiedam Date, First Survey 18-2 Last Survey 16-5-1939  
(No. of Visits eighteen)  
1. "DUREY"

No. <i>11954</i> on the Wood, Iron or Steel <i>V</i>		YEAR.	MONTH.
TONNAGE:—	Built at <i>Flensburg</i>	By whom <i>Flensburg Skibst. Ges.</i>	When <i>1915</i>
GROSS <i>7100</i>	Owners <i>Black Shipping Co. Ltd</i>	Owners' Address	(if not already recorded in Appendix to Register Book).
UNDER DEK. <i>6600</i>	<i>Polar Cia. de Navegacion, Ltda</i>	Port belonging to	<i>Panama, Panama</i>
NET <i>4530</i>	Managers	<i>Colon, Panama</i>	

Surveyed Afloat or in Dry Dock? — Name of Dock Water Street Destined Voyage Alameda, S.S.

WB=Cell D Bar DBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER. For Special Survey  
 \* for Special Survey of Boiler  
 (including Detail of R. if any)

Machinery and Boiler Surveyed

<p>A.B.—All alterations in the following:</p> <p>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.</p>		<p>Date of Survey</p> <p>Periodical Surveys</p>	<p>Examination under Special Surveys</p>
<p>No. 24261</p> <p>Port</p>	<p>100 A1.</p> <p>Superior</p>	<p>2nd 12/34</p> <p>BS 11/36</p>	

Last Report, No. 2701 For Plot

to be reported in detail and verbatim in the terms of the Rules. State clearly the

with railroad. Ch 4,36

May 8 37

Periodical surveys, when held, must be reported in the following manner: The nature and extent of examinations and subsequent repairs. Repairs cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs due to other causes; 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 summarized 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. 65-1-39  
M 1-7-38 26-7-38 ; F 1-7-38 4-18-4-39 ; M 28-11-38 23-12-38  
 In damage cases where the Surveyor has not made a special damage report he is required to state whether he

*Handwritten notes on the right margin of the form:*  
 No. 1-7-38  
 No. 2-10-38  
 No. 2-34  
 1939  
 Society's Freeboard (if assigned) as 5 ft. 2 in.

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?

COMPLETION 2nd Special Survey N<sup>o</sup> 3.

1998 see also Hull report and Rotterdam report N: 27561 dated 12<sup>th</sup> October '80

Tonol placed in drydock, bottom and rudder cleaned, examined, a couple of shell rivets in bottom forward (p & v) renewed, afterwards bottom and rudder painted with red lead and recoated.

Holds and tween decks, deep tank, engine and boiler spaces and coal bunker clear for examination, ceiling and timbers removed in holds and bunker and

frames, brackets, skingens, beams, bulkheads and supports, engine seatings, tanktop plating and all other parts thoroughly cleaned, sea or required examined right fore and aft and found or made in good condition.

All casing round pipes exposed and all parts recoated where required.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	De. Plates.	Other Items.
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels (State if on Fell).	
Decks	good	Air and Sounding Pipes	good
Caulking of Decks	"	Dblg. Plates under Sounding Pipes	"
Coamings	"	Engine Room Skylights	"
Beams & Fastenings	"	Coal Bunkers, Open'gs, Lids, &c.	"
Outside Plating	"	Oil Bunkers	dupl'd
" " in way of sidelights	"	Scuppers	"
Breasthooks	"	Cargo Hatchways	"
Transoms	not lead	Hatches	"
Frames	good	Planking of Wood Vessels	
Reverse Frames	"	Caulking	ditto
Longitudinals	"	Treenails	ditto
Transverses	"	Breasthooks & Stemson	ditto
Floors	good	Transoms, Pointers, & Crutches	ditto
Keelsons	"	Timbers of Frame at openings	ditto
Stringers	"	Ditto Ditto at other places	ditto
Inner Bottom Plating	"	Stringers, Clamps & Shells	ditto
State if Tanks have been examined inside	yes	Salting	ditto
State if Tanks now tested	"	(state if examined.)	
Bulkheads	good		
Ceiling	"		
Cement or Asphalt (State which.)	good		
Rudder	good		
Steering gear and its connections	"		
Windlass	"		
Have pumps now been examined and found efficient?	yes good		
Have Sluice Valves now been examined and found efficient?	"		
Have Watertight Doors now been examined and found efficient?	yes good		
Have Ventilators and their Coamings been examined and found efficient?	yes good		
		Boats	
		Masts, Yards, &c.	
		Condition, how ascertained	
		(State if wedges removed)	
		Sails	
		Equipment letter	
		Anchors, No. of	
		Chain Locker	
		Cables (State if now ranged)	
		" length	
		" mean diam.	
		" Rule length	
		" size	
		Hawser & Warps	
		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 the change now classed in the Register Book *without fresh record of Survey*, "to remain as classed and to have record of

...to remain as now classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptd24, &c."

The vessel is in a good and efficient condition  
opinion to be continued as classed and to have record of Survey  
5.59 and the notations of 2nd Special Survey No. 3 Not 5-38

Transfer  
on or before

Section 22)

350:—

Fees applied for.

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Survey Fee (per Section 22) ..... 7.50  
Special Damage or Repair Fee (if any) ..... 2  
Received by me, *James C. ...* *Muskogee*

Travelling Expenses (if chargeable) ..... 12.50

Second Surveyor's Fee (if any) ..... £

Committee's Minute

(The S...)  
Character Assigned Wife Rd Horn Thelt. Ch. wf. Lark Nob. O.Vo  
100 5-28 date 16-39

UNDER *Long* *Can't get out mine* *Fitted for oil well* *2 P. about 1500*





## S.S. "PHÆAX."

Spaces above forepeak, bridge and poop spaces examined, bituminous or cement covering partly removed and decks in way found in good condition.

The shellplating has been carefully examined both inside and outside, the shakes of plating clear of cement below the waterline have been drilled, thicknesses ascertained and the results tabulated in the list of drilling attached to this report.

The general condition of the vessel's plating was found good, edges and butts not wasted.

N<sup>o</sup>. 2, 5 and 7 double bottom tanks cleaned, examined, found in good condition and cement washed.

N<sup>o</sup>. 1, 2, 5, 6 and 7 double bottom tanks, engine room double bottom tank, deep tank and fore and after peak tested as per Rule and found tight and good.

Decks, hatchways and supports examined and found good, windlass overhauled, afterwards tried under steam and found in order.

Cleats and battening arrangements overhauled, tarpaulin found in order and a couple of hatchcovers have been supplied.

Masts, spars, standing and running rigging and general equipment overhauled and made good, anchors examined and found in good condition.

Chain cables ranged with shackles unlocked and all found complete and in good condition. Chainlocker cleaned, examined, found good and coated.

Steering engine and windlass overhauled, afterwards mudda tried under steam and found in order. Windlass tried and found good.

All plating under sidelights carefully examined by hammering and found good, ceiling removed where fitted, broken sidelight glasses and glasses in engine room skylight renewed.

Pumps, watertight doors, air and sounding pipes and ventilation coamings overhauled, examined and found or made good, doubling plates under sounding pipes good.

—H—

The vessel has been converted from coal to oil burning, fuel oil will be carried in the deep tank and N<sup>o</sup>. 4 & 5 double bottom tanks, which have been made in accordance with the approved plan and owner's specification, also with Secretary's letter M<sup>28</sup>/20-12-1928, details have been verified and found in order. The requirements of Section 20 paragraph 9 of the rule have been complied with.

On completion of alterations and reinforcement deep tank and oil fuel double bottom tanks tested as required and found tight.



## S.S. "PHÆAX"

The approved plan of the deep tank is being returned herewith.

Notes in Hull report:

Tank top plating between lower bulk and below forward bulk cleared, examined and found in good condition, also plating over aft peak found in order.

Cement boxes in forepeak and in way of shell seams in N° 1 lower tween decks (p. 1) removed and leaking joints in way renewed. Deck plating in store rooms over fore peak tank and tank top plating in N° 1 & 2 holds scaled, examined and found in order.

Cement covering on deck in forecath space partly removed and plating found in good condition.

Centre line bulkhead in N° 2 hold fwd and bulkhead wing plate (s.s.) in upper tween decks joined in place.

Special Reasons List.

15 fathoms of chain cable have been verified and the certificate for 15 fathoms have been endorsed. For particulars please see the back of N° 1 page.

A complete load line renewal survey has been held and a Provisional Load Line Certificate has been issued, a copy of which has been sent to the New York Office together with the form C.11(d) and C.12(a).

Copies of form C.11(d) and C.12(a) + copy of the Provisional Load Line Certificate are sent herewith.

M. J. S.