

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 22nd 1918 When handed in at Local Office July 25th 1918 Port of NEW YORK
 No. in Survey 50 Survey held at Brooklyn N.Y. Date, First Survey May 28th Last Survey July 11th 1918
 Reg. Book. 50 on the Wood, Iron or Steel S.S. WAGAMA Master R. Rasmussen
 TONNAGE: Built at Middleboro By whom Sir Raylton Dixon & Co. When 1913
 GROSS 4969 Owners C. Haaland Port belonging to Christiania
 UNDER DE. 4540 Owners' Address
 NET 2609 (if not already recorded in Appendix to Register Book).

veyed Afloat & in Dry Dock? Yes Name of Dock Cranes & D. Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet; f
 Capacity tons. FPT tons; APT tons; MT feet 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 tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

st Report, No. 14518 Port N. Yk

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.	Years Assigned equal.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1-1.17</u>		<u>+LMC-4.13</u>
		<u>T.S. 5.16</u>

Society's Freeboard (if assigned) as painted on Ship and now verified 6 0 1/2

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY N°1 AND DAMAGE stated to

have been sustained through

First Collision — date of accident unknown.

Second Collision with Tugboat at Monte Video on June 15th 1917.

Third Striking the dock wall at Buenos Ayres on October 6th 1917.

Please also see Special Damage Report, New York, dated July 22nd 1918.

NOW DONE: Vessel placed in dry dock. Bottom and rudder cleaned and examined, found in satisfactory condition and re-coated.

All ceiling of bilges lifted. The whole of the framing, stringers, hooks, beams & knees, outer & inner surfaces of plating, bulkheads, riveting, inner bottom plating, brackets etc in all holds, bunkers, P.T.O.

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	...								
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								
PRESENT CONDITION OF THE		Stringers	good			Dblg. Plates under Sounding Pipes	yes.		Copper, or Y.M. of Wood Vessels
...	good	Inner Bottom Plating	"			Engine Room Skylights	good		(State if on Fell.)
...	"	State if Tanks have been examined inside	yes			Coal Bunkers, Open'gs, Lids, &c.	"		When put on, Month
...	"	State if Tanks now tested	yes			Scuppers	"		Year
...	"	Bulkheads	good			Cargo Hatchways	"		Boats
...	"	Ceiling	asphalt			Hatches	"		good
...	"	Cement or Asphalt	good			Planking of Wood Vessels	"		Masts, Yards, &c.
...	"	Rudder	"			Caulking	ditto		Condition, how ascertained
...	"	Steering gear and its connections	"			Treenails	ditto		(State if wedges removed)
...	"	Windlass	"			Breasthooks & Stemson	ditto		yes.
...	"	Have Pumps now been examined and found effi-	"			Transoms, Pointers, & Crutches	ditto		Sails
...	"	cient?	yes			Timbers of Frame at openings	ditto		Equipment letter
...	"	Have Sluice Valves now been examined and found	"			Ditto ditto at other places	ditto		Y.
...	"	efficient?	yes			Stringers, Clamps & Shells	ditto		Anchors, No. of
...	"	Have Watertight Doors now been examined and found	"			Salting (State if examined.)	ditto		3 B. 13. 1K.
...	"	efficient?	yes						Cables (State if now ranged)
									yes.
									length
									270 ft. 2 1/2"
									(on board)
									270 size 2 3/16"
									Rule length
									270 size 2 3/16"
									Hawser & Warps
									good
									Standing & Running Rigging
									"

General Observations, Opinion as to Class, Recommendation, &c.:— This Vessel is

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnd 15, &c."

eligible in my opinion, to remain as classed and to have
record of survey 7.18 and the notation SS No 1-18

Survey Fee (per Section 28) \$ 80
 Special Damage or Repair Fee (if any) \$ 50
 (per Sec. 28) late 10
 Surveying Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

New York 111 30 1918

Character Assigned

1000A1

S.S. No 1-18 + LMC 7.18 T.S. 7.18.

Fees applied for,

2 July 1918

Received by me,

6 July 1918

acg.

Alexander Watt

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

W730-0084

(2)
S.S. WAGAMA.

+ peaks, Engine & Boiler Spaces and under same, together with the Engine & Boiler Beams examined and found or now placed in satisfactory condition, scaled & coated where necessary.

The decks, masts, spars & rigging (with mast wedges removed). Anchors, cables, windlass, chain locker, Steam Steering Engine, gear, blocks, rods, chains & pins, quadrant, Engine & Boiler Casings, Air & Sounding pipes, Water-tight doors, Downton Hand Bilge Pump, and Hatches in position examined and found or now placed in good condition.

All double bottom tanks, peak tanks, side-trimming tanks were examined internally, found or now placed in good condition, scaled & cement washed where necessary. These tanks were tested as per Rule requirements with satisfactory results.

Freeboard was verified.

DAMAGE REPAIRS.

First damage. No 1 bulwark plate on Port Side of Forward Deck faired in place.

Second damage. One bulwark plate and the adjoining sheer strake plate abreast of No 4. Hatch were cut adrift & faired in place.

Third damage

On Starboard Side in way of No 1. Trimming Tank.

2nd Strake below Main Sheer Plate No 5 from forward removed, faired and replaced.

3rd Strake below Plate No 4, removed, faired and re-placed.

4th Strake below Plate No 5. removed, faired and re-placed.

4 side frames at Shell faired in place.

Bounding angle of Trimming tank cut adrift and faired in place.
1 frame & bracket on inboard side of Trimming Tank removed faired and replaced.

3 clips removed faired and replaced.

REPAIRS DUE TO WEAR & TEAR

Steam Steering Engine overhauled and worm-wheel renewed.

Windlass overhauled and new crankshaft bearings fitted.

Rudder - Woodcock pinle and all gudgeon bushes renewed.