

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

Date of writing Report 3rd Mar. 1941 When handed in at Local Office Mar. 4th, 1941 Port of Baltimore, Maryland  
 No. in Survey held at Baltimore, Maryland Date, First Survey 11th Dec. 1940 Last Survey 21st Jan. 1941  
 Reg. Book. 20016 on the Wood, Iron or Steel S.S. "BLACK OSPREY" (No. of Visits 20)

Tonnage: Built at Seattle, Wash. By whom Skinner & Eddy Corp. When 1918  
 GROSS 5589 Owners Ministry of Shipping Owners' Address -  
 UNDER DE. - Managers Carnegie Line of Steamships, Ltd (if not already recorded in Appendix to Register Book).  
 NET 3613 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Maryland Drydock Co. Destined Voyage -  
 Cell/Bor/Da feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.

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

Report, No 20633 Port NYK

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to the Surveyor should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) separated from Repairs due to other causes; and besides being detailed in the body of the report, should be stated in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars clearly stated in the space provided on the back of this form. State also the dates and initials of any letters in this case.

Where the Surveyor has not made a special damage report he is required to state whether he has 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. 10 ins.

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

OR EXAMINATION AS PER RULE, FOR Part S.S. No. 3 for reinstatement of class.

The vessel has now been bought by the above named Owners who desire this Society's Classification. As possible of the Special Survey was carried out at this time.

## Survey No. 3 (part):

Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. Rudder lifted and removed pintles and gudgeons examined.  
 ds, tween decks, engine and boiler spaces examined, ceiling and limbers removed, steel work sealed and coated ssary.

and 6 double bottom tanks examined internally and Nos. 1,2,3,6 & 7 double bottom tanks tested as per Rule ling relaid, part new.

g tanks (p. & s.) tested.

(P.T.O)

DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
and Faired or Repaired								
Repaired in place								
ITION OF THE								
Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.			
"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)			
"	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month			
"	Rudder	"	Scuppers	Good	Boats			
ay of sidelights	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.			
Good	Windlass	"	Hatches	"	Condition, how ascertained			
"	Have pumps been examined and found efficient?	Yes	Planking	"	(State if wedges removed)			
"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Equipment letter			
Good	Have Watertight Doors been examined and found efficient?	Yes	Trenails	"	Anchors, No. of			
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)			
as	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	" length			
on examined internally?	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" (on board)			
on tested?			" " at other places	"	" Rule length			
			Stringers, Clamps & Shelves	"	Chain Locker			
			Salting	"	Hawser & Warps			
			(State if examined.)		Standing and Running Rigging			
					Sails			

## Observations, Opinion as to Class, Recommendation, &amp;c.:

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, 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," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

The vessel being now, so far as seen, in good and efficient condition, appears eligible, on the completion of the survey, to be reclassified with the Society and to have notation of "1.00 AI (Reclassification examined 1.41" now made in the Register Book.

Part S.S. No. 3  
 Telephone 3300.00  
 Damage or Repair Fee (if any) 10.35  
 Selling Expenses (if chargeable) 16.00  
 Late Fees 20.00  
 Surveyor's Fee (if any) 10.00  
 Rigging

Fees applied for, Mar. 3, 1941

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK MAR 5 1941

Character Assigned 1.00 AI (Reclassification contemplated)

Examined 1.41

T. S. CL 12, 40.



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Lloyd's Register Foundation

W8-0204



S.S. "BLACK OSPREY"

Freeboard particulars have been taken for International Freeboard Assignment, a Provisional Certificate has been issued on the basis of the assignment made by the American Bureau and the freeboard verified.

Repairs (Wear & Tear).

Repairs (Wear & Tear).

Rudder removed, gudgeons rebored and rebushed, 1 pintle renewed and 3 overhauled. Fracutres in side plate of rudder veed and welded and welded doublers fitted. Scattered shell rivets caulked or welded as necessary. Hatch coaming stiffeners (p.&s.) at No. 4 hatchway renewed, and at No. 1 & 2 hatchways cropped and part renewed. 100 new wood hatch covers supplied. All hatch beams and sockets in coamings repaired as necessary. Mast shrouds (4) on fore and main masts renewed. Collision bulkhead in way of chain locker cropped and part renewed. Chain pipe (s) part doubled, windlass and steering gear overhauled. Bilge suction pipes and air and sounding pipes cleaned and repaired. Cargo battens part renewed and a number of minor repairs effected.

An outstanding damage to bottom shell plating and No. 1 double bottom tank repaired at this time. 8 plates renewed. Keel No. 1 & 2, A 2 & 3 (p.&s.), B 3 (p.&s.). 3 double bottom tank floors cropped and part renewed. About 350 started internal rivets renewed, frame and margin angles in way of renewed plates also renewed.

The margin plate fractured at several locations, now repaired by veeing out and welding and fitting welded doublers on same, about 5 gusset plates also renewed.

No. 1 tank tested on completion of repairs.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
1	1st Bower ...													If Patent state name of Patentee.		
2	2nd "															
3	3rd "															
	Collective Weight.															
	Stream .....															
	Kedge.....															

U.S. Fish. Com. Mech. Div. Form No. 100 (1904)

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

To complete S.S. No. 3:

Nos. 2,3,4,5, & 7 double bottom tanks to examine internally and Nos. 4 & 5 double bottom tanks to test.

Weather decks and shell plating in way of sidelights to examine.

Peaks examine + test  
Batters " " "  
Settling tank examine  
Sieve equipment  
Hand pumps