

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *10th Dec 16* When handed in at Local Office *26th Dec 16* Port of *New York*
 No. in Survey held at *Brooklyn L.Y.* Date, First Survey *10th Oct* Last Survey *1st Dec* 19*16*
 Reg. Book. *196* on the *Wood, Iron or Steel* *S.S. "CITY OF WILMINGTON"* Master *Booke*
 TONNAGE:— Built at *Long Beach Cal.* By whom *Craig Shipbuilding Co* When *1912*
 GROSS *3308* Owners *Cape Fear Shipping & Trading Co* Port belonging to *Wilmington N.C.*
 UNDER DECK *2806* Owners' Address *Wilmington North Carolina*
 NET *2806* (if not already recorded in Appendix to Register Book).

Kept Afloat or in Dry Dock? *Yes* Name of Dock *Robins Dry Dock* Destined Voyage *Senoa*
 = Cell DBor DBa feet; uE&B feet; f feet; }
 Capacity tons. FPT tons; APT tons; MT feet tons. }
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides 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.

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

Report, No. Port

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarized in the form shown below. Whenever the cement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified } *8 ft 7 1/2 ins.*

Where 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 why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Classification*
 Now Done: Bottom & Rudder cleaned & examined found in good condition and recoated. Rudder lifted & spindles examined & found in good condition. The shell plating was drilled in three sections on each side for particulars of which please see First Entry Report. The plating in way of side lights examined and found in good condition, also drilled in places. The thickness of material was found to be fully maintained. This ranged & examined, chain locker examined found good and recoated. All ceiling in holds lifted, all double bottom tanks, deep tank, fore & after peak tanks listed as per rule & satisfactory results.

OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
... ..								
... ..								
... ..								
CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder
Decks	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.
Stenings	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stems	Transoms, Pointers, & Crutches
ing	Timbers of Frame at openings	Ditto ditto at other places	Stringers, Clamps & Shells	Salting (State if examined.)	Copper, or Y.M. of Wood Vessels (State if on felt.)	When put on, Month	Year	Boats
litto	Masts, Yards, &c.	Condition, how ascertained	(State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	length (on board)
& Crutches	Rule length	size	Hawser & Warps	Standing & Running Rigging				

al 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 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 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnD15, &c."

Vessel is eligible in my opinion to be classed in the Society Register Book with fresh record of survey 12-16 and notation of S.P. L.Y. 2nd to 3

Section 20) £ : : Fees applied for, 19
 or Repair Fee (if any) £ : : Received by me, 19
 onses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute New York JAN 4 1917
 Character Assigned
 W. T. Boilers Equip. Co.
 100A Shell Dr w/br? Fitted for oil fuel 1912 F.P. above 150°F
 S.S. 2nd No 3-12.16
 L.M.C. 12.16 subject T.S. 12.16
 John P. Robson
 Surveyor to Lloyd's Register of Shipping.

In Certificate required? If so, to be sent to

— SS "CITY OF WILMINGTON" —

The whole of the framing, inner surface of shell plating, stringers, beams, knees, hooks, inner bottom plating, margins, brackets, bulkhead and riveting in hold, peak, deep tank, Engine & Boiler Space and under same, together with L & B beams examined and found in good condition sealed & coated when necessary. All double bottom tanks examined internally and found in good condition. The decks, mast spars, rigging, anchor & general equipment, windlass, steering engine gear & connections, air & sounding pipes, water-tight door, hand pump & hatches examined and found in good condition. Freboard ramped at Wilmington N.C.

ALTERATIONS

An additional oil fuel tank has been built abaft of the fore peak tank as per approved plan with and tested as per rule with satisfactory results.

Six Shelter deck beams between No. 1 & 2. Latches fitted with back bars $3 \times 3 \times \frac{3}{8}$ extending full width of vessel. Two division bulkheads in hold made water-tight and each bulkhead stiffened with two webs, these webs made up of $\frac{7}{16}$ " plating, 36" wide at inner bottom and 24" wide at deck, $6 \times 4 \times \frac{1}{2}$ " free angles fitted. Two thwartship beams and three fore and aft to each hatchway on Shelter & Main decks as per rule. No. 1 hatch on Shelter deck heightened to twenty-four inches from deck. Scupper ports in tween decks after plate flanged and riveted. New $\frac{3}{8}$ " casing (plate) stiffened with $3 \times 3 \times \frac{3}{8}$ angle stiffeners fitted round engine room opening. New lids fitted to engine room skylight. New door fitted to engine room entrance from deck.

As this vessel is carrying oil fuel in double bottom tanks, fore & deep tanks, the ceiling in holds has been renewed and laid on 2" Battens. The after bulkhead of the deep tank has been fitted with wood sparring.

X Fuel tanks