

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10th Dec 16 When handed in at Local Office 21st Dec 16 Port of New York
No. in Survey held at Brooklyn L.Y. Date, First Survey 10th Oct Last Survey 1st Dec 1916
Reg. Book. 195 on the Wood, Iron or Steel S.S. "CITY OF WILMINGTON" (No. of Vents 14) Master Booke

TONNAGE:— Built at Long Beach Cal. By whom Craig Shipbuilders Co When 1912
GROSS 3308 Owners Cape Fear Shipping & Trading Co Port belonging to Wilmington N.C.
UNDER DEK. 2806 Owners' Address Wilmington North Carolina
NET (if not already recorded in Appendix to Register Book)

Kept Afloat or in Dry Dock? Yes Name of Dock Roberts Dry Dock Destined Voyage Senoa
Cell/D/Bor/D/Ba _____ feet; u/E&B _____ feet; f _____ feet;
Capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER: _____
Date of last Survey and of Periodical Surveys _____
Machinery and Boiler Surveys (including date of N.B., if any) _____

Special Report, No. _____ Port _____
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.

Special Surveys, when held, must be reported in detail and certain in the terms of the Rules. State clearly the nature 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 movement 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.

Special 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
Work 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 lifted as per rule & satisfactory results.

OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Work done								
Work done and Paired or Repaired								
Work done or Repaired in place								

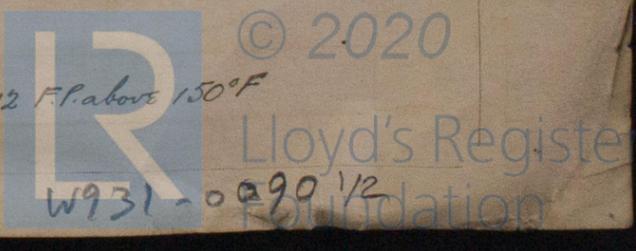
CONDITION OF THE	Stringers	Dblg. Plates under Bounding Pipes	Copper, or Y.M. of Wood Vessels
<u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on felt.)
Inner Bottom Plating		Engine Room Skylights	When put on, Month _____ Year _____
State if Tanks have been examined inside	<u>Yes</u>	Oval Bunkers, Open'gs, Lids, &c.	Boats <u>Good</u>
State if Tanks now tested	<u>Yes</u>	Scuppers	Masts, Yards, &c. <u>Good</u>
Bulkheads	<u>Good</u>	Cargo Hatchways	Condition, how ascertained <u>From Aloft</u>
Ceiling		Hatches	(State if wedges removed)
Cement or Asphalt (State which.)	<u>Good</u>	Planking of Wood Vessels	Sails _____
Rudder		Caulking ditto	Equipment letter _____
Steering gear and its connections		Treenails ditto	Anchors, No. of <u>3 B 15 1K</u>
Windlass		Breasthooks & Stenson ditto	Cables (State if now ranged)
Have Pumps now been examined and found efficient?	<u>No</u>	Transoms, Pointers, & Crutches ditto	length <u>240 fms</u> size <u>1 1/4</u>
Have Sluice Valves now been examined and found efficient?		Timbers of Frame at openings ditto	Rule length <u>240</u> size <u>1 1/4</u>
Have Watertight Doors now been examined and found efficient?	<u>Yes</u>	Ditto ditto at other places ditto	Hawser & Warps <u>Good</u>
		Stringers, Clamps & Shells ditto	Standing & Running Rigging _____
		Salting (State if examined.) ditto	

Special 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 p&nd15, &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.S. L.Y. 2nd 16-3

Fees applied for, _____
Received by me, _____
Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York JAN 4 1917
Character Assigned 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
W. T. Boilers Equip. Co.



— SS "CITY OF WILMINGTON" —

The whole of the framing, inner surface of shell plating, stringers, beams, knees, hooks, inner bottom plating, manhole brackets, bulkhead and riveting in hold peaks, deep tank, Engine Boiler Space and under same, together with C & 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, truss spans, 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 astern of the fore peak tank as per approved plan and tested as per rule with satisfactory results. Six Shelter deck beams between No. 1 & 2. Hatches 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, $6 \times 4 \times \frac{1}{2}$ " angle 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 blank flanged and riveted. New $\frac{3}{8}$ " casing (Steel) 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
Freboard