

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19 When handed in at Local Office 19 Port of LOS ANGELES HARBOR, CALIFORNIA
No. in Reg. Book. Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey Sept. 27th Last Survey Nov. 10 1944
19377 on the ~~Ward Iron~~ Steel S.S. "AMERICAN ARROW" (No. of Visits 14)
TONNAGE:— Built at Quincy, Mass. By whom Bethlehem S.B. Corp. Ld. YEAR 1920 MONTH 11
GROSS 8327 Owners U.S. Maritime Commission Owners' Address Washington D.C.
UNDER DK. 7542 Managers Los Angeles Tankers Corp. Inc. (if not already recorded in Appendix to Register Book).
NET 5175 Port belonging to New York

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corp. Destined Voyage ----
Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 981. Port Adm.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs 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 summarised 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.

In damage 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 to whom and why they were declined. Copy attached

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.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 Al Shltr. Dk. with freeboard 6,43 ss N.Yk. 2nd. No. 3 6,40 Carrying Petroleum in bulk. Fitted for oil fuel 11,20. F.P. above 150°F.	*LMC 6,40 BS 6,43 TS 6,43 cl Donkey boiler to be used.
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.	

Representative for U.S. War Shpg. Admin.

Was a damage report made by anyone else? if so, by whom? U.S. War Shpg. Admin.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, General Examination & Damage sustained by stranding in Rooka Channel, Persian Gulf on May 2nd. 1944.

NOW DONE:— Vessel placed on dry dock, the bottom, keel and rudder cleaned, examined and coated. General examination made of fore and after peak tanks, deep tanks, and main cargo tanks, bunker tanks, cofferdams and pumprooms, engine and boiler spaces and under engine and boiler spaces. Decks, hatchways and covers, casings, ventilator coamings and closing appliances, general equipment, steering gear and windlass, Cofferdams tested, and cargo tanks tested on battery system, engine and boiler room double bottom tanks tested. Fore & after peak tanks tested. (Note: Oil fuel bunkers in my opinion are in an efficient condition for a two year period).

DAMAGE: Found & Recommended:— Flat keel plates 3 & 4 from forward, set up and indented - To renew. Keel plates 5 & 6 slightly set up and indented - Release and fair in place. Port A plate #2 indented. - Release as necessary and fair in place. Port A plate #3 slightly indented three places - fair in place. Port B plate #3 indented full length. Release, fair in place & rerivet. P.T.O.

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

PRESENT CONDITION OF THE

Good	Good	Good	Good
Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt Both - Good	Oil Bunkers	Boats Good
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter d+
Frames	Have pumps been examined and found efficient? Exd. working conditions	Planking	Anchors, No. of
Transverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) No
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes Good	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? above		Salting (State if examined.)	
Have the Tanks been tested? See above			

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

This vessel, so far as seen, is in my opinion in a fit condition to be continued as now Classed for a period of 12 months, with fresh record of Survey 9-44, and notation of Examined 11-44, in the Register Book, subject to indented keel, bottom plating and internals in way of forward deep tanks, and No.1 Main Cargo Tanks, being dealt with at first convenient opportunity.

Survey Fee (per Section 29)	\$100.00	Fees applied for, Nov. 10 1944
Special Damage or Repair Fee (if any) (per Sec. 29)	\$	" 24
Travelling Expenses (if chargeable)	\$ 7.00	Received by me, 19
Second Surveyor's Fee (if any)	A/c #1575 \$100.00	
	Exp. \$ 3.00	

Committee's Minute

Character Assigned 9,44 L.A.N. subject Examined 11,44, L.A.N. B. 10,44

James F. Robertson
Surveyor to Lloyd's Register of Shipping

FRI. 29 NOV 1944

Lloyd's Register
Foundation

No.1 Starboard 2½" pipe stripping line broken at centerline bulkhead. - Renew broken section of stripping line. - Now repaired.

Further Damage Repairs. Now Done:- Port Quarter Gunwale plate faired where set in.
New closed mooring chock installed in way.

J.F.B.

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

N.B.—If this Recipe is copied by Copying Press, especial care must be taken

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.