

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Nov. 21 1935 When handed in at Local Office Nov. 21, 1935 Port of Newport News, Va.,

No. in Reg. Book 25961 Survey held at Newport News, Va. Date, First Survey Nov. 19, Last Survey Nov. 21, 1935.

on the ~~WOOD~~ Steel S/S "H.C. FOLGER"

TONNAGE:— Built at San Francisco By whom Union Iron Works, Co. YEAR 1916 MONTH 12
 GROSS 7086 Owners Atlantic Refining Co. Owners' Address _____
 UNDER DK. 6444 Managers _____ (if not already recorded in Appendix to Register Book).
 NET 4389 Port belonging to Philadelphia.

Surveyed Afloat or in Dry Dock? Yes Name of Dock N.Ns.S.B.& DD.Co. Destined Voyage Atreco.

WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ 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 the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. _____ Port _____

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR new Load Line assignment.

Vessel examined afloat. A new freeboard has now been assigned to this vessel as per New York assignment letter of October 30, 1935. The new freeboard marks in accordance with the letter quoted have now been marked on the vessel's side, verified November 19, 1935, as advised New York and cut in on the port and starboard sides of the vessel.

The recommendations made by the Philadelphia Surveyor have now been carried out and consists of the following:—

Forward End:—

The 15" vent on the forecastle deck now renewed: 36" high x 3/8" thick and efficiently rivetted to the angle at deck. This vent now supplied with the necessary wood block and canvas covers.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. 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

Decks <u>Good</u>	State if Tanks have been examined inside <u>No.</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Felt) <u>Good</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>No.</u>	Dblng. Plates under Sounding Pipes <u>Good</u>	When put on, Month <u>Good</u>
Coamings <u>"</u>	Bulkheads <u>"</u>	Engine Room Skylights <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Coal Stokers Open'gs, Lids, &c. <u>Good</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>Good</u>	Cement or Asphalt (State which.) <u>"</u>	Oil Bunkers <u>Good</u>	Condition, how ascertained <u>From deck</u>
" " in way of sidelights <u>Good</u>	Rudder <u>Good</u>	Scouppers <u>Good</u>	(State if wedges removed) <u>"</u>
Breasthooks <u>"</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>"</u>	Sails <u>"</u>
Transoms <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>BT</u>
Frames <u>"</u>	Have pumps now been examined and found efficient? <u>"</u>	Planking of Wood Vessels <u>"</u>	Anchors, No. of <u>"</u>
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Caulking ditto <u>"</u>	Chain Locker <u>"</u>
Longitudinals <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Treenails ditto <u>"</u>	Cables (State if now ranged) <u>No.</u>
Transverse <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson ditto <u>"</u>	" length (on board) mean diamr. <u>"</u>
Floors <u>"</u>		Transoms Pointers, & Crutches ditto <u>"</u>	" Rule length size <u>"</u>
Keelsons <u>"</u>		Timbers of Frame at openings ditto <u>"</u>	Hawser & Warps <u>"</u>
Stringers <u>"</u>		Ditto Ditto at other places ditto <u>"</u>	Standing and Running Rigging <u>"</u>
Inner Bottom Plating <u>"</u>		Stringers Clamps & Shelves ditto <u>"</u>	
		Saling (State if examined.) ditto <u>"</u>	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pEND24, &c."

This vessel as far as seen, is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) \$25.00
 Special Damage or Repair Fee (if any) (per Sec. 29) £
 Travelling Expenses (if chargeable) \$ 1.00
 Second Surveyor's Fee (if any) £

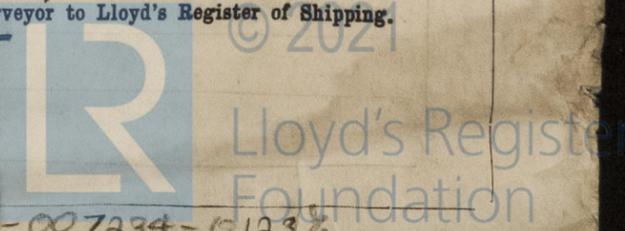
Fees applied for, 21/11/19 35
 Received by me, _____
 19 _____

[Signature]
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK NOV 27 1935

Character Assigned As now



S/S "H.C. FOLGER"

The forward 10' x 10' dry cargo hatch has now had the half round beading removed and a 10" x 3½" x 20 Lb. channel bar fitted all around the hatch coaming, raising same to a minimum height of 30".

A new steel hatch cover 24.4 Lbs. in weight per square foot made and suitably connected to the channel bar by ¾" bolts pitched approximately 8" apart.

A suitable water tight joint has now been made between the flange of channel bar and the hatch coaming plate. The top side of the steel hatch cover is stiffened with two 7" x 3½" x 15.3 Lb. bulb angle stiffeners, and two similar stiffeners fitted on the under side of the steel hatch cover.

A 6" x 3½" angle bar has also been fitted to the hatch cover all around same to facilitate placing the hatch cover in position.

The old hatch web has been retained in the hatch way and has been fitted with a flat bar of sufficient thickness to allow the hatch cover to rest on same.

A 15" x 18" water tight hinged brass manhole ring and cover now fitted to the hatch cover.

The 4' x 4' hatch under the forecastle deck has had the cleats rearranged 6" from each corner and four additional cleats fitted. The two 6" vents to No. 1 deep tank fitted with nipple, gauze wire screen and closing arrangement.

The closing arrangement consists of a tapered wooden plug secured by a chain to a suitable bracket on the vent pipe.

The two 2" vents to dwarf cofferdam fitted with gauze wire screen and closing arrangements similar to the deep tank vents.

Amidships:-

Eight cast iron dead lights now fitted to the port lights in this space; the remainder of the port lights have now been removed and spigoted, rivetted patches fitted in place. After

After End:-

The two 2" vents to dwarf cofferdam fitted with gauze wire screen and closing arrangements similar to the No. 1 deep tank vents.

The old coaling hatches and the hatches to Engineer's store room on poop deck have had the cleats rearranged 6" from each corner and four additional cleats have been fitted to each hatch.

The hatch coaming to lazarette has now been fitted with four additional cleats.

The skylight over steering gear engine has now had the casing raised to a minimum height of 18" above the deck. The coaming to the door of the escape trunk to fuel oil pump room raised to a height of 18" above the deck.

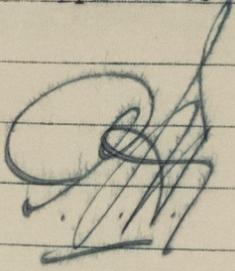
Twenty-five port lights in the crews quarters aft, have now been fitted with dead lights (13 port and 12 starboard). The port lights in the water tight doors to the port and starboard alleyways aft, removed and rivetted spigot patches fitted in place.

On completion of these recommendations, the No. 1 hatch way and all fittings requiring a hose test, were tested and found to be a good tight job.

Weather decks, hatches, hatchways, beams and fastenings, tank lids and fastenings, ventilators and coamings for same examined and found in good order.

S/S "H.C. FOLGER"

The original freeboard certificate supplied to this vessel No. ~~16580~~¹⁸²⁴⁰ is attached to this report for cancellation.



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Foundation