

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report Dec 1<sup>st</sup> 1926 When handed in at Local Office Dec 1<sup>st</sup> 1926 Port of New York

No. in Survey held at Hearing N.Y. Date, First Survey 12 June Last Survey 29 Nov 1926 Reg. Book.

68486 on the Wood, Iron or Steel Twin Sc. "E. T. BEDFORD" (No. of Visits 16)

TONNAGE:- Built at Hearing N.Y. By whom Federal S.A. Corp. When 1921-6

GROSS 9583 Owners Standard Oil Co. (S.T.) Owners' Address 26 Broadway N.Y.

UNDER DEK. Managers Port belonging to New York

NET 1-948 Surveyed Afloat or in Dry Dock? Both Name of Dock Federal S.A. Corp. Destined Voyage Gulf of Mex.

WB=CellDBorDBa feet; uE&amp;B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

total capacity tons. FPT tons; APT tons; MT feet 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. 23744 Port NYK.

(Periodical Surveys, when held, must be reported in detail and serially 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 (1) Alterations in machinery class due to conversion

from steam to Diesel propulsion power, and (2) special survey No. 1.

(1) Alterations: Old T.E. engines, shafting, condensers, boilers, and

auxiliary machinery removed. Screen bulkhead on No. 33

removed, also divisional bulkhead in E.A. casing between

upper deck and casing top on No. 32. Cofferdam bulkhead on

No. 34 between upper and shell decks for width of boiler casing

removed, also foundations for all main engines, auxiliaries,

boilers &amp; steering gear seating.

Inner bottom tank top plating renewed from No. 32 to No. 37,

and inner bottom aft of No. 33 for breadth of new engine found-

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...

Removed and Fair or Repaired ...

Fair or Repaired in place ...

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

Breasthooks

Transoms

Frames (Long. Framing)

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt (State which)

Rudder

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?

Have Ventilators and their Coamings been examined and found efficient?

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treennails ditto

Breasthooks &amp; Stemson ditto

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Selling (State if examined.) ditto

Copper, or Y.M. of Wood Vessels

(State if on Feet.)

When put on, Month

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length

" (on board)

" Rule length

Hawser &amp; Warps

Standing &amp; Running Rigging

General Observations, Opinion as to Class, Recommendation, &amp;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 ptND24, &amp;c."

This vessel is now, in my opinion, eligible to remain as

classed with fresh record of survey, and notation of

N. Yk. SS. No. 1-26.

Sd. Lish notation re keel plate may now be deleted.

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

Received by me,

Committee's Minute

Character Assigned

100 A1 Shelter DK. with Fld.

Carrying Petroleum in bulk

SS. NYK. No. 1-26 + LMC. 12-26 + N.E. 12-26 ND826T.S. N. 12-26

Lloyd's Register Foundation

009170-009181-0044 '12



New York

Continuation of Report No. 27182 dated Dec. 1<sup>st</sup> '26. on the

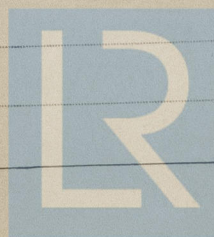
S/S "E. T. BEDFORD."

could

ation girders cut down to height of tank top forward of No. 33, and within this area the tank top plating has been renewed (all as per approved plan). Entire new box-type main engine foundations have been constructed to suit new machinery, also new foundations built for all auxiliaries, heating boiler and donkey boiler etc. Within the double bottom new floors have been built into ship at 36 $\frac{1}{2}$ , 35 $\frac{1}{2}$ , 24 $\frac{1}{2}$ , and 33 $\frac{1}{2}$ , and partially new floors at 25, 26, 27, 28, 29, 30, 31 and 32. Gull and half girders have been installed as shown on the approved plan. New cofferdam has been constructed between upper and shelter decks for width of donkey boiler enclosure forward of frame No. 28. On completion of the above all tanks adjacent thereto have been examined, tested under water pressure, and found tight. Shell also examined and found satisfactory. The vessel has since run trials, when the machinery and loadings were found satisfactory, and free from any excessive vibration.

(2) Special Survey No. 1:

Vessel placed on drydock, bottom and rudder cleaned, sealed, examined, recoated and found satisfactory. Indented keel plate (see S.R. List) now repaired, examined, tested and found in good order. All tanks including main cargo, summer, cofferdams, double bottom, deep and peak tanks, examined first internally and afterwards under water pressure, and found (or made) tight. Pump room examined, & bulkheads found (or made) tight. Main locker examined internally, cleaned, & found in good order. Anchors and chains ranged. Windlass and steering gear examined and found in good order. Weather deck with all hatches, ventilators, booms and davits, examined and found in satisfactory condition. Masts and rigging examined and found in good order. Freeboard verified.



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