

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Dec 1st '26 When handed in at Local Office Dec 1st '26 Port of New York

No. in Reg. Book 68486 on the Wood, Iron or Steel Twin Sc. "E.T. BEDFORD" Date, First Survey 12 June Last Survey 29 Nov 1926

TONNAGE:- Built at New York N.Y. By whom Federal S.A. Corp. When 1921-6  
GROSS 9533 Owners Standard Oil Co. (N.Y.) 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&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & 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. 25744 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 Society's Freeboard (if assigned) as 11 ft. 2 1/2 ins. painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? B.S. partially held

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) Alterations in machinery space 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 engine, auxiliaries, boiler & 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:-

	Shell Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

	Yes	No	Good	Bad
Decks	Good			
Caulking of Decks	Good			
Coamings	Good			
Beams & Fastenings	Good			
Outside Plating	Good			
Breasthooks	Good			
Transoms	Good			
Frames (incl. Lining)	Good			
Longitudinals	Good			
Transverses	Good			
Floors	Good			
Keelsons	Good			
Stringers	Good			
Inner Bottom Plating	Good			
State if Tanks have been examined inside	Yes			
State if Tanks now tested	Yes			
Bulkheads	Good			
Ceiling	None			
Cement or Asphalt (state which)	Good			
Rudder	Good			
Steering gear and its connections	Good			
Windlass	Good			
Have Pumps now been examined and found efficient?	Yes			
Have Sluice Valves now been examined and found efficient?	Yes			
Have Watertight Doors now been examined and found efficient?	Yes			
Have Ventilators and their Coamings been examined and found efficient?	Yes			
Dblg. Plates under Sounding Pipes	Good			
Engine Room Skylights	Good			
Bunkers, Open'gs, Lids, &c.	Good			
Scuppers	Good			
Cargo Hatchways	Good			
Hatches	Good			
Planking of Wood Vessels	Good			
Caulking ditto	Good			
Treenails ditto	Good			
Breasthooks & Stemson ditto	Good			
Transoms, Pointers, & Crutches ditto	Good			
Timbers of Frame at openings ditto	Good			
Ditto ditto at other places ditto	Good			
Stringers, Clamps & Shells ditto	Good			
Sealing (state if examined) ditto	Good			
Copper, or Y.M. of Wood Vessels (state if on Feet.)	Good			
When put on, Month Year	Good			
Boats	Good			
Masts, Yards, &c.	Good			
Condition, how ascertained (state if wedges removed)	examined			
Sails	Good			
Equipment letter	Good			
Anchors, No. of	5			
Cables (state if now ranged)	Yes			
length (on board) size	200 2 1/8			
Rule length size	200 2 1/8			
Hawser & Warps	Good			
Standing & Running Rigging	Good			

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 ptND24, &c."

This vessel is now, in my opinion, eligible to remain as classed with fresh record of survey, and notation of N. Yk. 85, No. 1-26.

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

Survey Fee (per Section 29) \$ 300.00 Fees applied for, 21 Jan 1927  
Special Damage or Repair Fee (if any) (per Sec. 29) \$ 140.00 Received by me, W. Bennett  
Travelling Expenses (if chargeable) late fee \$ 10.00  
Second Surveyor's Fee (if any) \$

Committee's Minute NEW YORK JAN 19 1927

Character Assigned 100 A1 Shelter DK. with Fhd. Carrying Petroleum in bulk  
note: oil engine, steam pressure 150 lbs. S.S. NYK. No. 1-26 + LMC. 12-26 + N.E. 12-26 NDB 26 T.S. N. 12-26  
100 A1 D. C.L. & W.T.B.



If so, to the Report sent now, or when will it be sent?

Machinery of the Ship?

Is Certificate required? If so, to be sent to

S/S "E. T. BEDFORD."

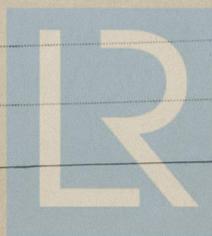
and

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. Full and half girders have been installed as shown on the approved plan. New cofferdam has been constructed between upper and shell 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 fittings were found satisfactory, and free from any excessive vibration.

(2) Special Survey No. 1:

Keel placed on drydock, bottom and rudder cleaned, sealed, examined, recoated and found satisfactory. Indented keel plate (see S.S. 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 afterward 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. Mainmast and steering gear examined and found in good order. Weather deck with all hatches, ventilators, boots and davits, examined and found in satisfactory condition. Mast and rigging examined and found in good order. Luceboard verified.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ABOVE THIS LINE



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