

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5th Sep, 1923 When handed in at Local Office 6th Sep 23 Port of Philadelphia

No. in Survey held at Chester, Pa. Date, First Survey 7th May Last Survey 4th Sep, 1923
 Reg. Book. 54684 on the Wood, Iron or Steel M.V. "BIDWELL" Master

TONNAGE:— Built at Baltimore By whom Baltimore D.D. & S.B.C. When 1920 9
 GROSS 6975 Owners Sun S.B. & D.D.C. Port belonging to Philadelphia

UNDER DK. 6269 Owners' Address Chester, Pa.
 NET 4284 if not already recorded in Appendix to Register Book.

Surveyed Afloat or in Dry Dock? Both Name of Dock Sun S.B. & D.D.C. Destined Voyage San Pedro, Cal.

WB=CellDBorDBa feet; uE&B feet; f feet; }
 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. 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 CLASSIFICATION, ALTERATIONS & DAMAGE.

Now done:— Vessel placed on pontoon. Bottom and rudder examined, cleaned & recoated. All cargo oil tanks, summer tanks, cofferdams, oil fuel tanks, pump room, tween decks, poop, bridge & fore-castle spaces, S & B spaces, fore and after peaks & tanks, forward deep tank and D.B. tanks under engines & boilers examined and cleaned & coated where necessary. Shell plating examined in way of sidelights. It was not considered necessary to drill the shell plating. A few rivets removed from various parts and these with the counter-sinking & workmanship found satisfactory. All cargo oil tanks, summer tanks, cofferdams, oil fuel tanks, fore & after peak tanks. (Cont.)

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								<u>Bulge keel</u>
Removed and Faired or Repaired	<u>3</u>							
Faired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels.
<u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Felt.)
Inner Bottom Plating	<u>None</u>	Engine Room Skylights	When put on, Month Year
State if Tanks have been examined inside	<u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	Boats
State if Tanks now tested	<u>Good</u>	Scuppers	Masts, Yards, &c.
Bulkheads	<u>Good</u>	Cargo Hatchways	Condition, how ascertained. <u>By account</u>
Ceiling <u>ON DEEP TANK TOP</u>	<u>None</u>	Hatches	(State if wedges removed) <u>None</u>
Cement or Asphalt (State which.)	<u>None</u>	Planking of Wood Vessels	Sails <u>None</u>
Rudder	<u>None</u>	Caulking	Equipment letter <u>BT</u>
Steering gear and its connections	<u>None</u>	Treenails	Anchors, No. of <u>SB. 15. 1K.</u>
Windlass	<u>None</u>	Breasthooks & Stemson	Cables (State if now raised) <u>Yes</u>
Have Pumps now been examined and found efficient? <u>None</u>	<u>None</u>	Transoms, Pointers, & Crutches ditto	„ length <u>300 fms</u> size <u>2 3/8</u>
Have Sluice Valves now been examined and found efficient? <u>None</u>	<u>None</u>	Timbers of Frame at openings ditto	„ Rule length <u>300 fms</u> size <u>2 3/8</u>
Have Watertight Doors now been examined and found efficient? <u>None</u>	<u>None</u>	Ditto ditto at other places ditto	Hawser & Warps <u>Good</u>
	<u>None</u>	Stringers, Clamps & Shelves ditto	Standing & Running Rigging
	<u>None</u>	Saulking (State if examined.)	

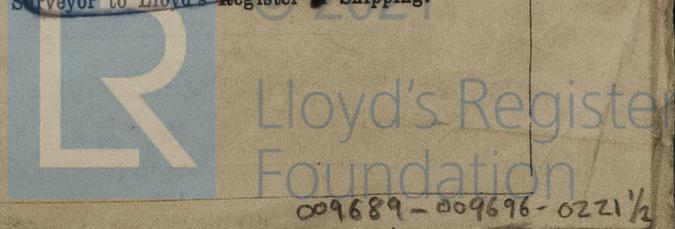
General Observations, Opinion as to Class, Recommendation, &c.:—

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is eligible, in my opinion, to be classed 100A1, carrying petroleum in bulk, with notation of Longitudinal Framing, and to have record of survey 8,23, and the notation of SS PHL No. 1-23 in the Register Book.

Fee (per Section 28) £ See Fees applied for, 19
 Damage or Repair Fee (if any) £ L. E. Report. Received by me, E. J. Evans.
 Printing Expenses (if chargeable) £
 Surveyor's Fee (if any) £

Committee's Minute New York SEP 11 1923
 Character Assigned See attached Report form I



M. V. "BIDWELL".

forward deep tank, and D.B. tanks under engines & boilers tested as per Rules for new vessels and found satisfactory. Cables ranfed and locker examined. Decks, masts, (no wedges) spars & rigging (report herewith), ^{no} general equipment, hatches & supports in position, ventilators, coamings & covers, steering gear & connections, windlass and air & sounding pipes examined.

ALTERATIONS:- New boss plates fitted, 1 1/16" thick, to compensate for reduction in thickness of boss due to fitting larger stern tube, finished thickness of boss 4".

After peak bulkhead recessed aft 2 frame spaces for 17' 0" above keel and lower part of original bulkhead retained at sides as a web frame.

Double Bottom in way of engines:- 1 Strake of tank top plating on each side of middle line increased to .75 in thickness and 2 additional intercostal pirders fitted on each side for half the depth of tank.

Transverse tie beams fitted in engine space as per approved plan.

DAMAGE REPAIRS (cause of damage not stated).

Shell plates, B1, port, and B1 & B2, starb^d. faired in place. Forward length of bilge keel (starb^d) removed, faired & replaced and T bar faired in place.

The Owners desire that this survey be recorded as SS N^o 1 and this, in my opinion, merits the approval of the Committee.

E. J. Evans.



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