

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Sept. 3rd 1948 When handed in at Local Office Sept. 3rd 1948 Port of NEW YORK

No. in Reg. Book. Survey held at New York

Date, First Survey August 2nd Last Survey Sept. 2nd 1948
(No. of Visits 11)on the ~~Wood~~ ~~XXXX~~ Steel S.S. "THE KEETOR"

YEAR. MONTH.

TONNAGE:—

Built at Sunderland By whom Sir J. Laing & Sons Ltd. When 1942 8

GROSS 2865

Owners M.S. Polemis

Owners' Address

UNDER DK. 2531

Managers GOULANDRIE BROS.

(if not already recorded in Appendix to Register Book).
Port belonging to Andros

NET 1690

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Beth Steel Co. Destined Voyage

Hoboken, N.J.

Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

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. 3403 Port

(Periodical Surveys, when held, must be reported in detail and variation 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.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Oil fuel conversion:—

Now done:— The alterations, reinforcement and conversion of the coal bunkers to oil fuel tanks were made according to Bethlehem Steel Co's, drawings T-266, 286 and T-270. approved plans attached. The coal bunkers scaled to bare metal. The ships sides, bulkheads and tank tops in way of oil fuel bunkers were stiffened with intermediate frames, brackets and longitudinal stringers, all frames, bars, plate seams and butts were welded. The coal chute openings and trimming hatches blanked off. Two (2) new settling tanks fitted in the tween deck space midship. Gutter bars for drainage fitted in way of all the tanks. Sounding pipes fitted from bridge deck to the wing and settling tanks. Vents from all tanks, terminals on bridge deck. Heating coils fitted in all tanks. Upon completion of the alterations the wing bunkers, settling tanks, heating coils tested as per Rule and found in order.

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

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	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained. (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
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?	Breasthooks & Stems	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	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?		Salting (State if examined.)	
Have the Tanks been tested?			

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 now seen is in safe condition and is, in my opinion, eligible to be continued as now classed with the notation, fitted for oil fuel 9.48, flash point above 150° F.

Survey Fee (per Section 29) \$:
Special Damage or Repair Fee (if any) (per Sec. 29) \$200.00 :
Travelling Expenses (if chargeable) \$:
Second Surveyor's Fee (if any) \$11.00 :

Fees applied for,

Sept. 19 48

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

NEW YORK SEP 15 1948

NOTE—FITTED FOR OIL FUEL
F.P. ABOVE 150° F. S.D.L. 11/11

N.Y.K. L. 20.12.48

Lloyd's Register
Foundation