

Date of writing Report Sept. 12, 1947 When banded in at Local Office 19 Port of SAN FRANCISCO
No. in Survey held at Alameda, California Date, First Survey 2nd July Last Survey 5th Sept. 1947
Reg. Book. 18719-5022900234 (No. of Visits THREE)
WOOD on the Wooden Steel S. S. "ADMIRAL HALSTEAD"
YEAR. MONTH.

TONNAGE:— Built at Newark, N.J. By whom Submarine Boat Corp. When 1921 - 1

GROSS 3289 Owners Pacific Mail Steamship Co. Owners' Address -
(if not already recorded in Appendix to Register Book).

UNDER DK. 3005 Managers - Port belonging to San Francisco

NET 2007 General Engineering & D.D.Co.
Alameda, Calif. Destined Voyage -

Cell DB or DBa _____ feet; uE & B _____ feet; f _____ feet } Particulars of Classification (which must be inserted
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons. } 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. 8761 Port Mel

Date of last Survey and of Periodical Surveys.	Surveys (including date of N.B., if any)
* 100 A 1 7.44	* L.M.C. 8.41
88 S.Fo. No. 3	B.S. 5.45

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR RECOMMENDATIONS FOR REPAIRS FOR SPECIAL SURVEY.

This vessel has been laid up pending survey and was placed in dry dock by the Owners who requested inspection with a view to repairing the vessel for service; The vessel was examined in dry dock and without opening up tanks or holds the following repairs were recommended:

Starboard side shell plating:-

Shell plate A 1 renew

Shell plate A 2 renew

Shell plate B 1 renew

Shell plate B 2 renew

Shell plate F 1 renew

(OVER)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE		REPORT	
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
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	Authors, 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
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stenson	mean diamr. (on board)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers & Crutches	" Rule length
Keelsons	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Chain Locker
Stringers	Have Ventilators and their Coamings been examined and found efficient?	" " at other places	Hawsers & Warps
Inner Bottom Plating	Air and Sounding Pipes	Stringers, Clamps & Shelves	Standing and Running Rigging
Have the Tanks been examined internally?	Doubling Plates under Sounding Pipes	Salting	Sails
Have the Tanks been tested?		(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 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."

"Laid up pending survey and repairs".

Survey Fee (per Section 29)	\$ 50.00	:	Fees applied for, <u>12 Sept 19 47</u> Received by me, _____ 19____
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	
Travelling Expenses (if chargeable)	\$ 4.00	:	
Second Surveyor's Fee (if any)	£	:	

E. H. Marlborough

Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK OCT 1 1947

Character Assigned hard up pending survey

W1006-0226 1/2

Is Certificate required? If so, to be sent to...

STARBOARD SIDE SHELL PLATING: (continued)

Shell plate F 2 renew
 Shell plate F 3 renew
 Shell plate F 4 renew
 Shell plate G 2 renew
 Shell plate F 6 renew approximately 90 rivets.
 Shell plate H 4 renew
 Shell plate H 5 renew
 Shell plate G 3 and 4 fair top landing in place
 Shell plates K 3, J 3 and 4 release on large indent, fair two frames and plating and re-rivet.
 Shell plates F 7 and 8 crop forward one (1) frame space from aft lap and fit E. W. butt insert with revitted lap.
 Butt strap E 4 to E 5 renew
 Shell plate F 9 renew 180 rivets
 Shell plate F 10 renew 40 rivets aft lap.
 Butt strap E. 8 to E 9 renew
 Shell plate F 11 renew 70 rivets
 Butt strap E 9 to E 10 renew 30 rivets.
 Shell plate F 12 renew 100 rivets
 Shell plate F 13 renew 25 rivets.
 Shell plate J 5th from aft renew

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
1st Bower															
2nd "															
3rd "															
Collective Weight															
Stream															
Kedge															

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

ber of ficate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
am Chain ? el Wire											

Shell plate H 6th from aft release on lower lap, fair with 2 frames in way and re-rivet

Shell Plate G 4th from aft release, fair forward end and re-rivet.

Shell plate G 5th from aft fair in place indent on top landing.

PORT SIDE PLATING:

Shell plate A 1 renew
 Shell plate A 2 renew
 Shell plate B 1 renew

Continued to Page No. 2.

Rpt. 9a.

Port of

SAN FRANCISCO

Continuation of Report No. 9214

dated

Sept. 12th, 1947 on the

S. S. "ADMIRAL HALSTEAD"

PORT SIDE PLATING (Continued)

Shell plate B 2 renew
 Shell plate B 3 renew 15 rivets
 Shell plate F 1 renew
 Shell plate F 2 renew
 Shell plate F 3 renew
 Shell plate F 4 renew
 Shell plate G 2 renew
 Shell plate J 1 renew
 Shell plate J 2 and K 2 release, fair and rerivet with one (1) shell frame in way.
 Vertical lap K 2 to K 3 involved.
 Shell plate C 1 crop and renew aft end (approximately 17 ft.)
 Shell plate F 5 renew
 Shell plate F 6 release forward end, fair in place and rerivet.
 Shell plate G 3 remove, fair and refit.
 Shell plate G 4 renew
 Shell plate H 3 renew
 Shell plate H 4 renew
 Shell plate J 3 fair in place indent at mid length.
 Shell plate H 5 renew
 Shell plate H 6 fair in place various minor indents.
 Shell plate J 7 fair in place three (3) small indents.
 Shell plate H 7 fit small E. W. insert on lower lap and rerivet
 Shell plate H 8 renew
 Butt strap between E 7 and E 8 renew
 Shell plate G 8 fair in place one small indent
 Shell plate H 9 fit E. W. insert in way of discharge connection and renew 40 rivets.
 Shell plate E 10 renew
 Shell plate F 13 renew 85 rivets

Doubling plate in way of main injection renew 20 rivets.

Shell plate F 14 renew 50 rivets.

The above recommendations were made with a view to minimising the repairs necessary to place the vessel in seaworthy condition. The survey was confined to the shell plating of the vessel only, but it was noted that the decks, bulwarks, deckhouses, hatch and ventilator coamings were also considerably wasted.

The Owners decided to defer repairs and return the vessel to "Laid Up".

NO REPAIRS WERE EFFECTED AT THIS TIME.

E. H. J. J. J.



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W1006-02262/2