

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

Date of writing Report *Aug 12<sup>th</sup> 1935* When handed in at Local Office *Aug 13<sup>th</sup> 1935* Port of *Istanbul*  
 No. in Survey held at *Konstanza* Date, First Survey *Aug 7<sup>th</sup>* Last Survey *Aug 10<sup>th</sup> 1935*  
 Reg. Book *3398* on the *Wood, Iron or Steel* *SOCONY* (No. of Visits *3*)

TONNAGE: — Built at *Camden N. J.* By whom *New York L. B. Co.* When *1913* 6  
 GROSS *3597* Owners *Standard Transportation Co. Ltd.* Owners' Address (if not already recorded in Appendix to Register Book).  
 UNDER DECK *3178* Managers *Konstanza* Port belonging to *Hong Kong*  
 NET *2128*

Surveyed Afloat or in Dry Dock? *Yes* Name of Dock *Oil Basin* Destined Voyage —  
 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. *3597* 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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ TOTAL 5.33</i>		<i>+ LMC 7.30</i>
<i>S.S. Ret. No. 3-10.30</i>		<i>B.S. 6.30</i>
<i>+ 8.35</i>		<i>TS (CL) 5.33</i>
<i>Carrying petroleum in bulk</i>		
<i>Fitted for oil fuel 613 F.P. above 150°F.</i>		

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *General Exam. (See Spec. Reasons List).*  
*how done:— Examd. fore peak space, fore peak tank internally*  
*chain locker (upper part), fore deep tank & lower deck, fore pump*  
*room, scupperdam, nos. 1-6 p & s. cargo tanks, nos. 1-4, summer*  
*tanks, after pump room, after scupperdam, poop spaces, (ex coal*  
*lumpers), accommodat<sup>n</sup> spaces, after peak spaces, engine & boiler*  
*rooms, fore-castle & bridge spaces, main, spar, fore-castle &*  
*poop decks, with vents, coamings, casings, & deck houses,*  
*engine room & boiler room skylights, hatchways, masts &*  
*rigging, life boats, general equipment, anchors, part*  
*cables (in locker), wheellass steering engine & gear, rods etc.*

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Removed and Fair'd or Repaired ... ..								
Fair'd or Repaired in place ... ..								

## PRESENT CONDITION OF THE

Decks <i>See Rpt.</i>	State if Tanks have been examined inside <i>See Rpt.</i>	Dblng. Plates under Sounding Pipes <i>See Rpt.</i>	Copper, or Y.M. of Wood Vessels (state if on Felt) <i>See Rpt.</i>
Caulking of Decks <i>See Rpt.</i>	State if Tanks now tested <i>See Rpt.</i>	Engine Room Skylights <i>See Rpt.</i>	When put on, Month Year
Coamings <i>See Rpt.</i>	Bulkheads <i>See Rpt.</i>	Bunkers, Open'gs, Lids, &c. <i>See Rpt.</i>	Boats <i>See Rpt.</i>
Beams & Fastenings <i>See Rpt.</i>	Ceiling <i>See Rpt.</i>	Scuppers <i>See Rpt.</i>	Masts, Yards, &c. <i>See Rpt.</i>
Outside Plating <i>See Rpt.</i>	Cement or Asphalt (state which) <i>See Rpt.</i>	Cargo Hatchways <i>See Rpt.</i>	Condition, how ascertained <i>See Rpt.</i>
Breasthooks <i>See Rpt.</i>	Rudder <i>See Rpt.</i>	Hatches <i>See Rpt.</i>	(State if wedges removed) <i>See Rpt.</i>
Transoms <i>See Rpt.</i>	Steering gear and its connections <i>See Rpt.</i>	Planing of Wood Vessels <i>See Rpt.</i>	Sails <i>See Rpt.</i>
Frames <i>See Rpt.</i>	Windlass <i>See Rpt.</i>	Caulking ditto <i>See Rpt.</i>	Equipment letter <i>See Rpt.</i>
Reverse Frames <i>See Rpt.</i>	Have Pumps now been examined and found efficient? <i>See Rpt.</i>	Treenails ditto <i>See Rpt.</i>	Anchors, No. of <i>3 B 15</i>
Longitudinals <i>See Rpt.</i>	Have Sluice Valves now been examined and found efficient? <i>See Rpt.</i>	Breasthooks & Stemson ditto <i>See Rpt.</i>	Cables (state if now ranged) <i>See Rpt.</i>
Transverses <i>See Rpt.</i>	Have Watertight Doors now been examined and found efficient? <i>See Rpt.</i>	Transoms, Pointers, & Crutches ditto <i>See Rpt.</i>	„ length <i>State Rpt.</i>
Floors <i>See Rpt.</i>	Have Ventilators and their Coamings been examined and found efficient? <i>See Rpt.</i>	Timbers of Frames at openings ditto <i>See Rpt.</i>	„ Rule length <i>See Rpt.</i>
Keelsons <i>See Rpt.</i>		Ditto Ditto at other places ditto <i>See Rpt.</i>	Hawser & Warps <i>See Rpt.</i>
Stringers <i>See Rpt.</i>		Stringers, Clamps & Shelves ditto <i>See Rpt.</i>	Standing and Running Rigging <i>See Rpt.</i>
Inner Bottom Plating <i>See Rpt.</i>		Salting (state if examined) ditto <i>See Rpt.</i>	

## 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 pIND24, &c.”

*This vessel, as far as now seen, is in my opinion, unfit to be granted the extension requested i.e. until May 1<sup>st</sup> 1936 until very extensive repairs have been effected.*

Survey Fee (per Section 20) <i>Gen Form 28</i>	£ 28 : 4 : 0	Fees applied for <i>19</i>
Special Damage or Repair Fee (if any) (per Sec. 20)	£ - : - : -	Received by me. <i>28.8</i>
Travelling Expenses (if chargeable)	£ 3 : 5 : 0	<i>28/8</i>
CABLE	£ 2 : 2 : 0	
Second Surveyor's Fee (if any)	£ - : - : -	

Committee's Minute

Character Assigned

*See General Order's Minute dated 15/8/35*

Surveyor to Lloyd's Register of Shipping.



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S.S. SOCONY.

W. Light door between E.R. & B. Room. The A.P. tank & S.B. tank under engines were full & could not be examined.

CARGO TANKS. 1-6 (1 & 5).

☞ Bulbhead throughout all tanks is, corroded through in top & 2<sup>nd</sup> strakes & very thin in strakes below.

Transverse Bulbheads. With the exception of the forward bulbhead of no. 2 & the after bulbhead of no. 4, the remainder of the bulbheads are corroded into holes, nos. 2 3 & 4 1/2 & 5 tanks are common.

The vertical hull stiffeners are very thin, & the horizontal built stiffeners on long<sup>er</sup> transverse bulbheads are corroded into holes, as also are the large brackets connecting stiffeners at corners. The floors generally are thin throughout, also the intercostals. The web frames at shell & the vertical built stiffeners are also very much corroded. The main deck beams are badly corroded.

MAIN DECK. Both strakes of plating (stringer & adjacent strake) corroded very thin & B strake holed in places. This is general throughout the full length of the cargo tanks.

UPPER DECK. With exception of the stringer plate A, B & C strakes are generally very thin in way of cargo tanks, especially in way of bridge strake, which under the bitosilo, the plating is in holes, & cement boxes fitted. Many beams wasted badly.

SUMMER TANKS. Long bulbheads, corroded very thin & holed in places.

EXPANSION TRUNK PLATING. Considerably wasted throughout full length with stiffeners & top & bottom brackets.

EXPANSION TRUNK HATCHES. Nos. 1-2-3-4 & 5 badly wasted with internal stiffeners & brackets. (No. 6 previously doubled).

FORE DEEP TANK. Forward bulbhead in way of chain locker, corroded thro' & wing plates p.s. sound thin. One shell plate S.S. "F" strake cracked & leaking slightly.

FOCLE & POOP DECKS. A number of deck plates sound thin, but are at present efficient & not drilled.

The steelwork outside the cargo tanks is in efficient condition, as also are the remainder of items examined.



S.S. SOCONY.

The Owner's Supt. agreed that extensive repairs would need to be effected to enable the vessel to run until May 1<sup>st</sup> 1936, & requested the minimum repairs which would be required for the classification to be extended. The following ~~etc~~ repairs were recommended for extension:-

Transverse Bulkheads at frames 108, 94, 80, & 66 with all stiffeners & brackets to be renewed down to lower transverse plate.

Bulkhead. Top & 2<sup>nd</sup> longitudinal strakes to be renewed, & 3<sup>rd</sup> strake to double as necessary for full length in all cargo tanks, with vertical & horizontal stiffeners.

Upper Deck Plating. A & B strakes of plating port & starboard in way of nos. 1, 2 & 3 hatches, also plates not included in above in way of bridge space to be renewed.

Main Deck. Inner strake of plating to be renewed for full length in way of cargo tanks port & starboard.

Approximately 160 main & upper deck beams & brackets to be renewed.

Expansion trunk plating in way of nos. 1 & 2 summer tanks to renew or double with all stiffeners.

Summer tank wing bulkheads @ frames 108 to be renewed p & s, also @ frame no. 52, with stiffeners.

Expansion trunk hatches nos. 1 2 3 4 & 5, also summer tank hatches, nos. 1, 3 & 4 to be doubled or renewed as necessary; internal stiffeners & brackets to be renewed.

Shell plate in S.O. fore deep tank to be doubled in way of fracture.

All tanks to be tested on completion of repairs. Fore peak tank bulkhead to double in way of chain locker & test.

Boiler survey & General Examination of machinery to be carried out.

A list of recommendations, as above, has been cabled to London, for consideration by the Head Office, who will communicate with the Secretary.

J.P.



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