

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th Oct. 1941 When landed in at Local Office 7th Oct. 1941 Port of NEW ORLEANS, LA.

No. in Reg. Book. Survey held at New Orleans, La. Date, First Survey July 5 Last Survey July 25 1941

74121 on the Wood, Iron or Steel S.S. "EUGENE V. R. THAYER" (No. of Visits Twelve)

TONNAGE:— Built at Wilmington, Del. By whom Bethlehem S.B. Corp. LA. When 1920 12
GROSS 7138 Owners Sinclair Refining Co., Inc. Owners' Address
UNDER DK. 6509 Managers (if not already recorded in Appendix to Register Book).
NET 5111 & Port belonging to New York

Surveyed Afloat ~~in~~ in Dry Dock? Name of Dock Todd-Johnson D.D. Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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. 53045 Port N.O.

(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 —

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR 2nd ss No.2 and Repairs & Docking

Now Done

Vessel Placed on drydock. The bottom and rudder cleaned, examined and coated. Rudder lifted bushed and refitted. Cargo tanks, summer tanks, peaks, bunker tanks and dry cargo hold examined internally. Port engine room and starboard fire room double bottom tanks cleaned, examined and recoated. Plating in way of side lights examined, scaled and coated where necessary. All cargo and summer tanks cofferdams, peak tanks and double bottom tanks tested by water pressure. Decks examined. Chain cables ranged and examined, chain locker cleaned, examined and coated and cables replaced. Masts, spars and rigging, hatches, steam steering engine and its connections, rudder quadrant, tillers, steering gear, windlass, watertight doors, air and sounding pipes, ventilators and general equipment examined and found, or put, in good condition. Doubling plates found or fitted under all

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

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	good	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	Boats	Good
Beams & Fastenings	"	Rudder	good	Scuppers	"	Masts, Yards, &c.	good
Outside Plating	"	Steering gear and its connections	good	Cargo Hatchways	"	Condition how ascertained (State if wedges removed.)	by examination
" " in way of sidelights	-	Windlass	good	Hatches	"	Equipment letter	b
Frames	good	Have pumps been examined and found efficient?	-	Planking		Anchors, No. of	3B 1S 1K
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking		Cables (State if now ranged)	yes
Longitudinals	"	Have Watertight Doors been examined and found efficient?	-	Treenails		" length (on board)	300 mean diam 2-5/16
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	-	Breasthooks & Stemson		" Rule length	300 size 2-6/16
Floors	"			Transoms, Pointers & Crutches		Chain Locker	good
Keelsons	"			Timbers of Frame at openings		Hawsers & Warps	good
Stringers	"			" " at other places		Standing and Running Rigging	good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Sails	-
Have the Tanks been examined internally?	as stated	Air and Sounding Pipes	good	Salting (State if examined.)			
Have the Tanks been tested	as stated	Doubling Plates under Sounding Pipes	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 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 is eligible, in my opinion to remain as classed with fresh record of survey 7,41 and 2nd ssNo.2-41.

Survey Fee (per Section 29) ssNo.2 \$212.50
Special Damage or Repair Fee (if any) £ 200.00
(per Sec. 29)
Travelling Expenses (if chargeable) £ 15.00
Freeboard 50.00
Second Surveyor's Fee (if any) £ :

Fees applied for,

July 31, 1941

Received by me,

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Acting Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100A1 Carrying Petroleum in bulk
Fitted for oil fuel 12,20 F.P. above 150°F.
S.S. No. 2-41, + LMC-7, 41.

NEW YORK OCT 15 1941

Lloyd's Register Foundation

W35-0005

Port of **NEW ORLEANS, LA.** Continuation of Report No. **5446** dated **25 NOV 1941** on the **6th October 1941****S.S. "EUGENE V. R. THAYER"**

sounding pipes. Freeboard verified.

REPAIRS: Wear and Tear

"F" Strake plate No.2 from forward on starboard side renewed. Rudder removed to shop line run through all pintle holes, two bored out. Two bottom pintles renewed. Steel bushings fitted in gudgeon holes and five new lignum vitae bushings fitted. Rudder replaced and connected up. Keel buttstrap in No.1 cargo tank renewed; scattered rivets and seams welded.

DECK PLATING:- Center strake and adjoining "A" strake plates on both sides renewed from the foremast aft to the end of No.9 cargo tank except two center strake and two "A" strake plates under midship house. "B" strake plate abreast dry cargo hold hatch renewed on port side.

DECK BEAMS: All main deck beams in main cargo tanks renewed from No.3 to No.9 tank inclusive including end brackets and bars in way of thwartship webs, under deck.

LONGITUDINAL BULKHEAD PLATING:- Top strake of plating renewed in all tanks from forward end of No.3 to after end of No.9 cargo tanks. Second strake from top renewed in all tanks from forward end of No.1 to after end of No.9 cargo tank

BULKHEAD FRAMING:- Four top longitudinal frames renewed in all tanks from No.3 to No.9 cargo tanks inclusive, and the third and fourth frames from top in Nos. 1 and 2 cargo tanks. All end brackets on bulkhead and bars on web frames renewed.

THWARTSHIP BULKHEAD PLATING:- Two top strakes of plating renewed on port and starboard sides of all cargo tanks except the bulkhead between Nos. 1 and 2 cargo tanks, bulkhead between cofferdam and No.1 cargo tank, and bulkheads in pumproom.

THWARTSHIP BULKHEAD FRAMING:- Two top bulb angle stiffeners, the shelf plate and the vertical webs, in way of all of the new bulkhead plating of the thwartship bulkheads.

THWARTSHIP WEB FRAMING:- All web framing renewed from the summer tank bottoms to the top from No.3 to No.9 cargo tanks inclusive and the web plating at summer tank sides and on centerline bulkheads of all web frames in No.1 and No.2 cargo tanks.

SUMMER TANK SIDES:- The two longitudinal bulb angle stiffeners on bulkheads between the summer tanks and main cargo tanks renewed in both sides from No.1 to No.9 cargo tanks inclusive, also all end brackets to bulkheads and bars in way of web frames.

HATCH COAMINGS AND LIDS:- All of the hatch coamings and lids of the main cargo tanks renewed and the height of the coamings raised from 8" to 30". All of the foregoing work was done by electric welding except where the new plating joined the old where the seams were riveted.

Section of bulkhead plating in spare bathroom in after end of bridge deck house cropped and partly renewed. Main pumproom entrance door repaired and refitted. Wood decking on poop repaired with part new. One section of 10" crossover pipe renewed in top of main pumproom. One 12" bulkhead flange renewed on starboard side of No.1 main cargo tank centerline bulkhead. One section of suction pipeline renewed in No.5 port and one in No.6 port main cargo tanks. One new 10" gate valve installed in No.3 port main cargo tank. One section of suction line renewed in No.4 port summer tank and one in No.5 starboard.

ANCHOR WINDLASS:- Lifted, wood foundation removed, steel deck underneath scaled and coated and new wood foundation laid. Windlass replaced with new holding down bolts

Rpt. 9a.

25 NOV 1941

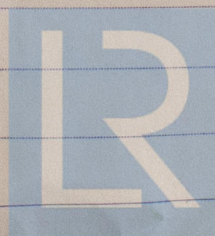
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and studs securing cylinders to bedplate. Control valve chest liner renewed and new valve fitted.

STEERING GEAR AND ENGINE: Foundation under lead screw after connection renewed. Control valve chest liner renewed and valve refitted. Both piston valve stems renewed. Other repairs of a more minor nature carried out.

J. N. L.



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Foundation