

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 8th, 1933. When handed in at Local Office July 8, 1933. Port of Newport News, Va.,

No. in Survey held at Newport News, Va.
Reg. Book.Date, First Survey May 2nd Last Survey May 3rd, 1933.
(No. of Visits 2)59683 on the ~~Wood, Iron or Steel~~ S/S "CHARLES PRATT"

TONNAGE:—

Built at Newport News, Va.

By whom N.N.S.B. & DD. Co.

When 1916 3

GROSS 8983

Owners Standard Shipping Company.

Owners' Address

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

UNDER DK. 7159

Managers

Port belonging to Wilmington, Del.

NET 5644

Surveyed Afloat or in Dry Dock? Yes Name of Dock N.N.S.B. & DD. Co. Destined Voyage

WB=CellDBorDBa feet; u&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).

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. 34408 Port n. Yk

(Periodical Surveys, when held, must be reported in detail and serially 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. 19/6/33

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

This vessel was placed on dry dock on May 2nd, 1933, for the purpose of examination as a result of reported fractured bottom shell plating. Upon examination, it was found in way of No. 7 main cargo tank starboard, that the bottom shell plating in the following strakes "C", "D", "E", "F" & "G" and "A" & "B" on the port side were cracked through. Some of the cracks were through the butt joints and some of them through the solid plate. In consequence of this, a number of tensile and bend tests were cut from the fractured plates and from plates in other parts of the structure. These plates were machined in order to get clear of the corroded surface. In way of the fracture, one plate gave a Yield point of 34100 Lbs. and an ultimate tensile of 61400 Lbs. with an elongation of 29.25%. Another plate in way of the fractures gave a Yield point of 34200 Lbs., an ultimate tensile of 63700 Lbs., and an elongation of 27.25%.

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

PRESENT CONDITION OF THE

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

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 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

The foregoing is forwarded for the information of the Committee.

Survey Fee (per Section 20)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	£	:	:	19
Travelling Expenses (if chargeable)	£	:	:	Received by me.
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minute

Character Assigned

Deferred

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

S/S "CHARLES PRATT"

RETAIN

The whole of the results obtained are well within the Society's limits for mild steel. A summary of the whole of the tests show that the average Yield point was 32150 Lbs. per square inch. The ultimate tensile 61360 Lbs. and an elongation of 25%, and all bend tests to 180° were made without fracture. The fractures were silky in appearance and in the majority of cases the specimens broke with a good cup fracture. The interior surfaces of the bottom shell plating was found to be in some cases uniformly corroded, "pitted" in places and unevenly corroded.

The original of some of these plates viz; .72 were found to be wasted to .64 and .70 and owing to the "pitting" in places these thicknesses were still further reduced. It was considered that, these thicknesses in a general way were not unreasonably low and were such as would be passed by the Society's Surveyors.

On completion of taking the necessary tests, the vessel was undocked, pending the Owners decision as to the extent of the repairs they would carry out.

It is understood that this vessel has shown a tendency to fracture the bottom shell plating and apparently this tendency has lately increased.

The Owners decided to renew practically the whole of the shell plating in way of the deep tanks and main cargo tanks (approximately 130 odd plates). Also to renew all the ^{shell} angle attachments to bulkheads, transverses and the fitting of back bars at the ends of the longitudinals. They further decided to fit partial bulkheads in the midship tanks (Nos. 5, 6 & 7) efficiently connected to the bottom of the expansion tanks and connect to the built up floor immediately in line at the bottom. A similar arrangement, but not so extensive is being carried out in the remainder of the main cargo tanks. The Owners decision is in my opinion a prudent one, and is necessary under the special circumstances, as American Tankers are not required to have freeboard Coastwise and are occasionally subjected to heavy loads, which requires that the bottom plating be in first class condition. A copy of the approved plan showing the details of new construction to be fitted in Nos. 5, 6 & 7 main cargo tanks, and the similar arrangements that are to be fitted in the remainder of the main cargo tanks is enclosed herewith.

The outstanding items to complete the Special survey on the hull & machinery are now being dealt with, and the major repair of the bottom shell plating is well under way at this time.

[Handwritten signature]

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS PAGE