

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 18th 1922 When handed in at Local Office July 18th 1922 Port of Newport News, Va.

No. in Reg. Book 33080 Survey held at Newport News, Va. Date, First Survey June 26 Last Survey July 6 19 22.

on the ~~Wood, Iron or Steel~~ S/S "ELIZABETH" ex "MACOMET" Master

TONNAGE:— Built at Wilmington, Del. By whom Bethlehem S.B. Corp. When 1919 - 12

GROSS 3483 Owners A.H. Bull & Co. Port belonging to New York N.Y.

UNDER DK. 2817 Owners' Address

NET 2113 afloat (if not already recorded in Appendix to Register Book.)

Surveyed at in Dry Dock? yes Name of Dock N.N.S. & D.D. Co. Destined Voyage New York

WB=CellDBorDBa feet; uE&B feet; f feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

total capacity tons. FPT tons; APT tons; MT feet tons. 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. 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? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classing : Special Survey No. 3.

Vessel placed on dry dock. Bottom and rudder cleaned, examined and recoated. All holds, upper and lower bunkers, fore peak, fore peak tank, double bottom tanks, settling tanks, after peak and after peak tanks examined. Tanks tested in accordance with the Rules and found good and tight. Limber boards and ceiling lifted for this purpose and relaid. Bulkheads, brackets, beams, longitudinals, plating and connections examined, good. All steel work in holds recently recoated; bunkers are coated with bitumastic enamel, same in good condition. Air, sounding and vent pipes examined, good. Machinery space and under main boilers examined. Bridge space examined. Hand pump and water tight doors examined and tested. Weather decks, casing, hatches, hatchways, beams and fastenings, ventilators and coamings for same examined. Hatches placed in position and repaired as found necessary. Masts, spars and

SUMMARY OF DAMAGE REPAIRS:—	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	Stringers	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Felt.)
Caulking of Decks	State if Tanks have been examined inside	Engine Room Skylights	When put on, Month Year
Waterways	State if Tanks now tested	Coal Bunkers, Open'gs, Lids, &c.	Boats
Coamings	Bulkheads	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Cargo Hatchways	Condition, how ascertained
Outside Plating	Cement or Asphalt (State which.)	Hatches	(State if wedges removed)
Caulking of ditto	Rudder	Planking of Wood Vessels	Sails
Rivets	Steering gear and its connections	Caulking ditto	Equipment letter
Breasthooks & Crutches	Windlass	Treemalls ditto	Anchors, No. of <u>33. 15/16</u>
Transoms	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now rapped)
Frames	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	length <u>270 fms</u> size <u>2"</u>
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	Rule length <u>127 fms</u> size <u>2"</u>
Floors	Keelsons	Ditto ditto at other places ditto	Hawser & Warps
Keelsons		Stringers, Clamps & Shelves ditto	Standing & Running Rigging
		Saling ditto	Ventilators & Coamings
		(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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and pnd15, &c."

This vessel is now in a good and efficient condition and merits in my opinion the favorable consideration of the Committee for the record of S.S. No. 3, N.Ns. 7.22 in the Register Book, subject to the chain cables and anchors being verified with the certificates when produced.

Fitted for oil fuel 12.19; F.P. above 150°F.

Survey Fee (per Section 28)	£	Fees applied for,	£
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	£
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute New York AUG 22 1922

Character Assigned 100A1
Fitted for oil fuel 12.19 F above 150°F
SS No 3-7.22 LMC-7.22
TS-7.22



Report sent near, or when still if be sent?

Is Certificate required? If so, to be sent to

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S/S "ELIZABETH" ex "MACOMET"

rigging examined and found in good order. Steering gear and connections examined, tested under steam and found efficient. Chain cables ranged and examined. 270 ftms. of 2" stud link cable.

No certificates produced at this time. 3 bower, 1 stream and 1 kedge anchor now on board. No certificates produced for them. Chain locker examined-good. Equipment examined and found to be in accordance with the rule requirements.

NOTE:- The deep tank in this vessel has now been dispensed with. The oil tight center line bulkhead being removed for a length of 10 feet. Tank lids have been removed, and a new hatchway constructed of plates and angles and measuring 10'x 17' fitted, with one hatch web. The coaming plate is 18" deep above the deck and extends to 12" below; thickness of plates 1/2"; coaming plate efficiently connected to deck beams by 12" channel bar and lugs.

The oil fuel suction pipes to this tank have now been permanently blanked flanged.

In view of the proposed classification of this vessel, section 48 of the Rules has now been carried out. The scantling of the various parts have been checked with the photostat supplied and the sample rivets removed show the countersinking and workmanship to be of good quality.

[Handwritten signature]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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