

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Jan. 17th 1923 When handed in at Local Office Jan. 17th 1923 Port of Newport News, Va.

No. in Reg. Book. Survey held at Newport News, Va. Date, First Survey Jan. 15 1922 Last Survey Jan 16 1923.

74322 on the ~~Wood Iron Co.~~ Steel S/S "SWIFTSTAR" Master

TONNAGE:- Built at Portland, Or. By whom Northwest Dredge & Iron Co When 1921- 2

GROSS 8207 Owners Swiftsure Oil Transport Co. Port belonging to New York

UNDER DK. 7779 Owners' Address (C. D. Mallory & Co. Inc. - N.Y.C.)

NET 8092 (if not already recorded in Appendix to Register Book).

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

WB=CellDBorDBa feet; uE&B 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. *100-A-1 7.22 *L.M.C. 2.21

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.

Yes Last Report, No. 22304 Port N.Y.K. "shelter deck with freeboard" Carrying Pet. in bulk; Fitted for oil fuel 2.21 F.P. above 150°F.

Now Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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 damage stated to have been sustained to the vessel by grounding

off Block Island, on October 10th, 1922, whilst on a voyage from San Pedro, California to Fall

River, Mass. For further particulars please see Log Books and copy of damage survey report issued

New York, November 15th, 1922.

Now Done:- Vessel placed in dry dock and efficiently supported by suitable blocking and shoring with the

aid of Diver.

Keel Strake:- Plates Nos. 1, 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 & 19 renewed.

Plates Nos. 3, 4 & 20 removed, faired and refitted.

SUMMARY OF DAMAGE REPAIRS:-

Renewed ... 117 95 24 27 30 1 1 3

Removed and Faired or Repaired ... 69 59 1 6 2

Faired or Repaired in place ... 12 18 5 13

PRESENT CONDITION OF THE

Decks ... Good

Caulking of Decks ...

Waterways ...

Coamings ...

Beams & Fastenings ...

Outside Plating ...

Caulking of ditto ...

Rivets ...

Breasthooks & Crutches ...

Transoms ...

Frames ...

Reverse Frames ...

Floors ...

Keelsons ...

Stringers ...

Inner Bottom Plating ...

State if Tanks have been examined inside ...

State if Tanks now tested ...

Bulkheads ...

S/S "SWIFTSTAR""J" Strake:-

Plates Nos. 18 & 19 removed, faired and refitted and plate No. 17 faired in place.

"K" Strake:-

Plates Nos. 18 & 19 removed, faired and refitted and plates Nos. 17 & 20 faired in place.

One deck plate in way of "J" 18 & 19, also stringer bar partly cut adrift, faired and reriveted.

One longitudinal frame removed, faired and refitted.

This damage in the "J" & "K" strakes is stated to have been done by Tugs during Salvage operations.

"M" Strake:-

Plate No. 4 partly cut adrift, faired and re-riveted.

Bilge Keel:-

Bilge keel plate and shell bar renewed for full length.

All loose rivets in scarp of rudder post renewed and outside edge of scarp electrically welded up.

INTERNAL WORKFore Peak Tank:-

3 intercostal keel plates and 2 angles to keel renewed.

3 intercostal clips to vertical keel renewed.

Tank tested on completion of repairs to Rule requirements and found tight and sound.

Forward Deep Tanks:-Port Side:-

5 floor plates and 3 (built up) longitudinal frame plates renewed, also angles for same. 4 brackets to shell and longitudinal frames and 93 shell, transverse and longitudinal clips renewed.

7 longitudinal frames renewed and 14 longitudinal brackets faired and refitted.

Starboard Side:-

3 floor plates and 2 built up longitudinal frame plates and angles for same renewed.

3 shell and longitudinal brackets and 79 shell, transverse and longitudinal clips renewed.

5 longitudinal frames renewed and 10 longitudinal brackets faired and refitted.

Deep tanks tested in accordance with the Rules and found tight and sound. Ceiling on tank top renewed throughout.

No. 1 hold and forward pump room thoroughly cleared of oil and recoated throughout.

Cargo battens and pipe casing renewed. Forward bulkhead of No. 1 cargo tank faired in place on port side only. After bulkhead of No. 1 cargo tank faired in place on port side only. 2 shell clips renewed on starboard side and 6 shell clips renewed on port side.

No. 2 Cargo Tank:- Port Side:- After Bulkhead:-

Lower strake of plating on port side faired in place.

Tank tested on completion of repairs and found tight and sound.

No. 3 Cargo Tank:- Port Side:-

2 plates in built up longitudinal and shell angles for same renewed.

9 shell clips and one longitudinal frame renewed.

2 longitudinal frames faired in place.

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One longitudinal frame and 4 shell clips renewed.

After bulkhead plating faired in place.

No. 4 Cargo Tank:- Port Side:-

3 longitudinal frames renewed and 6 longitudinal frames removed, faired and replaced.

12 longitudinal frame brackets faired and re-riveted.

4 plates in built up longitudinal renewed and forward and after transverse frames cropped and part renewed at outboard end.

Vertical keel angles renewed for full length of tank and 17 shell clips renewed.

Lower strake of after bulkhead plating cropped and part renewed in way of center line bulkhead.

New angles fitted to center line and transverse frames.

No. 5 Cargo Tank:- Port Side:-

6 longitudinal frames renewed and 4 longitudinal frames removed, faired and replaced.

16 longitudinal frame brackets faired and re-riveted.

3 built up longitudinal plates renewed.

One plate in the forward and one plate in the after transverse frame renewed with connecting angles.

One vertical keel plate, angles for same and 16 shell clips renewed.

Shell angle at after bulkhead renewed from center line to bilge.

The bottom strake of after bulkhead plating with shell angle renewed from center line to bilge.

Starboard Side:-

7 longitudinal frames renewed and 3 longitudinal frames removed, faired and refitted.

4 longitudinal brackets renewed and ten faired in place.

One plate in the forward and one plate in the after transverse frame renewed with attachment angles.

2 bulkhead angles at center line renewed and 8 shell clips renewed.

After Pump Room:-

One plate renewed in three built up longitudinal frame-brackets and angles for same renewed. 9 longitudinal angles to shell renewed.

Lower strake of after bulkhead plating cropped and part renewed at center line.

Angles connecting transverses to center line bulkhead renewed.

3 longitudinal frames renewed and 9 longitudinal frames removed, faired and refitted.

Starboard Side:-

10 new shell and longitudinal angles fitted.

2 staple angles connecting center line and transverse bulkhead renewed.

Pump room cleared of all crude oil and redecorated.

Lagging on steam and exhaust pipes destroyed by crude oil renewed as before.

Pump room flooded on completion of repairs and found tight.

No. 6 Cargo Tank:- Port Side:-

Nine longitudinal frames renewed.

2 longitudinal frames removed, faired and replaced and 18 brackets faired in place.

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Three plates renewed in the 4th and 8th longitudinal frames (built up longitudinals).
 Angles connecting shell to longitudinals renewed and forward transverse frame renewed.
 New angles and clips fitted. After transverse frame cropped and part renewed.
 Clips and angles for same faired and refitted.
 One vertical keel plate with angles renewed.
 Two longitudinal brackets and 27 shell clips renewed.
 Lower strake of bulkhead plating at after end cropped and part renewed. New shell
 angles fitted.

Starboard Side:-

7 longitudinal frames renewed and three longitudinal frames removed, faired and
 refitted. 7 longitudinal brackets renewed. 3 plates in the 4th & 8th longitudinal
 frames renewed (built up longitudinals).

21 shell clips and one bulkhead and shell angle renewed.

After transverse frame with connecting angles and clips renewed.

No. 7 Cargo Tank:- Port Side:-

9 longitudinal frames renewed and 2 longitudinal frames removed, faired and replaced.
 2 brackets for same renewed.

20 longitudinal brackets faired in place.

One plate in the forward and after transverse frames and connecting angles for same
 renewed. 2 angles for longitudinals renewed.

2 longitudinal plates cropped and part renewed in way of forward and after transverses.

17 shell clips and keel angle renewed.

Lower strake of bulkhead plating cropped and part renewed.

Angles connecting bulkhead and center line renewed.

Starboard Side:-

3 longitudinal frames and two brackets for same renewed.

7 longitudinal frames removed, faired and refitted.

One plate in the forward and after transverse frames and angles connecting same to
 shell renewed.

12 shell clips and one keel angle renewed.

No. 8 Cargo Tank:- Port Side:-

One plate in built up longitudinal frame renewed-connecting angles for same faired
 and refitted.

9 longitudinal frames renewed and 2 removed, faired and replaced.

2 longitudinal brackets renewed, 20 longitudinal brackets faired in place and 7 shell
 clips renewed.

Starboard Side:-

3 longitudinal frames renewed and 6 longitudinal frames removed, faired and refitted.

2 longitudinal brackets renewed and 16 longitudinal brackets removed, faired and
 refitted.

No. 9 Cargo Tank:- Port Side:-

4 longitudinal frames renewed and 8 brackets for same removed, faired and refitted.

6 longitudinals faired in place and 4 shell clips renewed

S/S "SWIFTSTAR"Starboard Side:-

One longitudinal frame renewed and 7 longitudinal frames removed, faired and refitted, also brackets for same faired in place.

Fuel Oil Tank:- Aft:- Port Side:-

2 longitudinal frames and brackets for same renewed.

4 longitudinal frames and brackets for same removed, faired and refitted.

3 shell clips renewed.

Starboard Side:-

2 longitudinal frames and one bracket for same renewed.

4 longitudinal frames removed, faired and refitted and 2 shell clips renewed.

Double Bottom Tanks Under Main Engines and Boilers:- Port Side:-

Floors Nos. 48, 49, 50, 55, 56, 57, 67, 69 & 70 renewed.

Floors Nos. 64, 66 & 68 removed, faired and refitted.

Floors Nos. 51, 52, 53, 63 & 71 faired in place.

Frames Nos. 48, 49, 50, 54, 55, 56, 57, 66 & 68 renewed.

Frames Nos. 64 removed, faired and refitted.

Frames Nos. 51, 52, 53, 63 & 71 faired in place.

Eight longitudinal frames and 3 intercostals renewed.

One tank margin plate at forward end with shell angles and bulkhead bar at frame No. 47 renewed.

2 tank top plates and 2 longitudinals faired in place.

5 new longitudinal brackets fitted.

One tank side bracket removed, faired and refitted.

Starboard Side:-

Floors Nos. 49, 50, 67, 70, 75, 78 & 79 renewed.

Floors Nos. 48, 75 & 76 removed, faired and refitted.

Floors Nos. 51, 52, 53, 55, 62, 63, 64 & 66 faired in place.

2 intercostal plates and 5 longitudinal frames renewed.

Frames Nos. 46, 47, 48, 70, 75, 76, 77, 78 & 79 renewed.

One vertical keel plate renewed and vertical keel angles renewed for full length of inner bottom. One tank top plate, 2 longitudinals in way of same and three longitudinal brackets faired in place.

Engine Room Well:-

3 floor plates and 6 frames for same renewed.

2 keel angles and one vertical keel plate renewed.

Fore peak tank, forward deep tanks, all cargo tanks, cofferdams, fuel oil tanks, double bottom tanks and after peak tank tested by water on completion of repairs and found tight and sound.

No. 4 life boat damaged has now been repaired and equipment for same supplied.

Two engine room skylight glasses renewed.

Overflow pipe for fresh water tank on boat deck repaired with part new material.

Door for potato box repaired and new canvas covers fitted.

The wood poop deck and deck over steering gear house caulked and payed.

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The bridge and flying bridge decks caulked and payed.

The steering gear house and crew spaces in way of same cleared of oil and redecorated.
Broken port light glasses renewed.

New toilet seats fitted in crews accomodation and piping for same repaired with part new material.

Steam pipes to heaters in Officers, Engineers and crews quarters repaired with part new material. Broken or missing parts renewed. Deck steam and exhaust pipes overhauled, repaired and rejointed as found necessary. Broken hand wheels and spindles replaced and piping re-lagged as found necessary. Pipes tested under steam and found satisfactory.

Smothering pipes connected up as before; broken and missing parts replaced and lines tested and proven tight.

Blanks on air vent pipes to cargo tanks removed and pipes connected up as before.

Hand wheels on extension rods renewed where broken.

Rods, glands and universal joints overhauled and put in good working order.

Fuel oil transfer lines, stripping pipes, manifolds, expansion joints with connections throughout the vessel renewed or repaired as found necessary and replaced in good order. New motor supplied and connected up to dough-mixer in good working order.

Pipes for the oil burning system for galley repaired with part new material.

Galley cleared of oil and redecorated. One port light glass renewed.

Hand rails on port and starboard sides where bent faired.

Broken balance weight on reversing shaft of No. 9 winch renewed.

Wood hatch covers covered with crude oil cleaned and refitted. Missing covers replaced.

Five hose racks repaired. Broken hinges on booby hatch at No. 2 hatch renewed and joint for steel hatch remade.

Windlass opened out and examined. Crank shaft straightened.

Starboard bearing for crank shaft renewed and shaft adjusted to same.

Windlass tested under steam and found efficient. Port hawse pipe rejointed at shell connection. Main deck space in way of all cargo tanks cleared of oil and redecorated.

All cargo tank lid joints overhauled, missing pins replaced, lug nuts and screws renewed as found necessary. Holes in tank lids plugged up and ullage plates refitted.

Portable gangway repaired with part new material.

Refrigerating machinery cleared of oil, adjusted as found necessary, tested under working conditions and found satisfactory.

Electrical Equipment:-

Engines and dynamos cleared of oil. Armatures and field magnets rewound.

Commutators renewed. Working parts adjusted.

Switch board:-

Fuzes, attachments and instruments as found necessary renewed.

Wiring renewed as found necessary and the whole installation tested out and proved satisfactory.

Refrigerating Machinery:-

Engine and amonia compressor cleared of crude oil, opened up for examination, working parts adjusted, system charged as found necessary and tested under working conditions

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and found efficient. The space occupied by this installation cleared of oil and redecorated. Bottom, rudder and top sides of vessel recoated as before.

The portable gangway repaired with part new material.

Weather decks, hatches, hatchways, beams and fastenings, ventilators and coamings for same good.

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