

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report June 15th 1911 handed in at Local Office June 16 1911 Port of Discharge
Wre 22nd Last Surney June 13th 1911

No. in Reg. Book	Survey held at	Date, first Survey	(No. of Visits)	Master
	Philadelphia	June 1890	10	R. E. Till
	St. Louis	Aug. 1890	10	R. E. Till
	Rockefeller	Sept. 1890	10	R. E. Till
	St. Louis	Oct. 1890	10	R. E. Till
	St. Louis	Nov. 1890	10	R. E. Till
	St. Louis	Dec. 1890	10	R. E. Till
	St. Louis	Jan. 1891	10	R. E. Till
	St. Louis	Feb. 1891	10	R. E. Till
	St. Louis	Mar. 1891	10	R. E. Till
	St. Louis	Apr. 1891	10	R. E. Till
	St. Louis	May 1891	10	R. E. Till
	St. Louis	June 1891	10	R. E. Till
	St. Louis	July 1891	10	R. E. Till
	St. Louis	Aug. 1891	10	R. E. Till
	St. Louis	Sept. 1891	10	R. E. Till
	St. Louis	Oct. 1891	10	R. E. Till
	St. Louis	Nov. 1891	10	R. E. Till
	St. Louis	Dec. 1891	10	R. E. Till
	St. Louis	Jan. 1892	10	R. E. Till
	St. Louis	Feb. 1892	10	R. E. Till
	St. Louis	Mar. 1892	10	R. E. Till
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	St. Louis	May 1892	10	R. E. Till
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	St. Louis	Sept. 1892	10	R. E. Till
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	St. Louis	Oct. 1893	10	R. E. Till
	St. Louis	Nov. 1893	10	R. E. Till
	St. Louis	Dec. 1893	10	R. E. Till
	St. Louis	Jan. 1894	10	R. E. Till
	St. Louis	Feb. 1894	10	R. E. Till
	St. Louis	Mar. 1894	10	R. E. Till
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	St. Louis	May 1894	10	R. E. Till
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	St. Louis	Oct. 1894	10	R. E. Till
	St. Louis	Nov. 1894	10	R. E. Till
	St. Louis	Dec. 1894	10	R. E. Till
	St. Louis	Jan. 1895	10	R. E. Till
	St. Louis	Feb. 1895	10	R. E. Till
	St. Louis	Mar. 1895	10	R. E. Till
	St. Louis	Apr. 1895	10	R. E. Till
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	St. Louis	Jan. 1896	10	R. E. Till
	St. Louis	Feb. 1896	10	R. E. Till
	St. Louis	Mar. 1896	10	R. E. Till
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	St. Louis	Sept. 1897	10	R. E. Till
	St. Louis	Oct. 1897	10	R. E. Till
	St. Louis			

up 20 on the Wood, Iron or Steel By whom W. Cramps & Sons When 1916-12

Tonnage	757	Port belonging to	New York Bayonne
Owners	Standard Oil Co. (N.Y.)		

DK. 6232
5195 Owners' Address New York
28 South Mexico
Not already recorded in Appendix to Register Book. Destined Passage

<p>5-1-9</p> <p>Used Afloat or Dry Dock?</p>	<p>Name of Dock <i>Fuller</i></p>	<p>Destined Voyage <i>Spain</i></p>
<p>Feet</p>	<p>feet: f</p>	<p>feet: f</p>
<p>Particulars of Classification (which must be inserted)</p>		

Cell DBor DBa	feet; NEG B	feet; MT	feet	tons.
capacity	tons. FPT	tons; APT	tons; MT	

tons should be underlined.

precisely as in Register Book & Supplements).

CHARACTER.	Machinery and Boilers
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<p>B. All alterations in the existing records should be noted.</p> <p>the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and other parts of the hull, and the condition of the boiler space.</p>	<p>Date of last Survey and of Periodic Surveys.</p>	<p>Y Assess exten</p>	<p>(including date of N.B., if any).</p>
<p>1922</p>	<p>1922</p>	<p>1922</p>	<p>1922</p>

Report, No. 1137 Port N. 188

...ical Surveys, when held, must be reported in detail and serially in the terms of the Rules.
of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs
of Repairs, the causes of which must be stated) should be separated from Repairs due to other causes:
The causes of which must be stated) should be separated from Repairs due to other causes:

Sanyug Petroleum is built

point of Damage (the cause of the loss) should be summarised in the form shown. If the cause of the loss is not stated in the report, the particular circumstances of the accident, besides being detailed in the body of the report, should be clearly stated in the space provided on Society's Freeboard (if assigned) as *pointed on Ship and now verified* ft.

When the cause of the loss is stated in the report, the particulars should be clearly stated in the space provided on Society's Freeboard (if assigned) as *pointed on Ship and now verified* ft.

Each State also the dates and initials of any letters respecting this case.

...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.

Was a damage report made by anyone else? If so, by whom? *Yes*
Drum 200 in way of M's summer and M's Cargo Hil Tank

ERS, OR EXAMINATION AS PER RULE, FOR *Damage done to*
the ~~the~~ *have* *been* *sustained* *through* *an* *explosion* *of* *gas* *in* *N^o 3*

Trunk starboard while the vessel was lying at $41^{\circ} 12.5'$ South the lady

For further particulars see G. & B. Books and Carriage Report
 1917.

then examination at Tick 28 South Philadelphia May 21 and subsequently

Damage Repairs recommended Now Done.

No. 2 Upper deck stringer plate and No. 2 plate in way of

For 1 and 2 and 3 upper deck plates in next strake but 1 and

1102. 1/2" plates lined in glass. No. 1 copper deck stringer plate bent and buckled

Front in half forward half was fained in place After half taken off fained

Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
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REPAIRS									
DATE	DESCRIPTION	BY	AMOUNT	CHECK NO.	DATE PAID	REMARKS	DATE PAID	REMARKS	DATE PAID
1913	Renewed								

[illegible]

CONDITION OF THE *Good*

Stringers *Good*

Inner Bottom Plating *Good*

State if Tanks have been examined inside *Good*

Engine Room Skylights *Good*

Coal Bunkers, Open'gs, Lids, &c. *Good*

When put on, Month *Good* Year *Good*

Boats *Good*

of Decks	0	"	State if Tanks now tested	Yes	Scuppers	"	Masts, Yards, &c.	"
YS	"	"	Bulkheads	Good	Cargo Hatchways	"	Condition, how ascertained	from deck

Fastenings	II	Ceiling	✓	Hatches	II	(state if wedges removed)	✓
		Cement or Asphalt	✓	Planking	of Wood Vessels		✓

Mating	"	(State which.)	Caulking	ditto	Equipment letter
Rudder	"		Treenails	ditto	
of ditto	"				

Steering gear and 11	Breasthooks & Stemson ditto.....	Anchors, No. 01.....
Windlass.....	Transoms, Pointers, & Crutches ditto.....	Cables (State if now ranged).....
Have Pumps now been examined and found effi-.....		

cient!	Timbers of Frame at openings ditto	length	size
Have Sluice Valves now been examined and found	Ditto ditto at other places ditto	(on board)	
		Rule length	size

Frames	14	efficient?	ditto	Stringers, Clamps & Shells	ditto	Hawser & Warps	14
	14	Have Watertight Doors now been examined and found	ditto	Salting	ditto	Standing & Running Rigging	14

efficient?..... (State if examined.)

..... 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 her being found unfit to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of Survey at intervals of five years."

is survey, thus, for example: to
urvey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and p. 210, ss.

Report subject to permanent repairs being effected in No. 4 cargo oil tank and

2 1/4" cable port side being replace with 150 fathoms of 2 3/8 stud

at the first convenient opportunity

Fee (per Section 28) £ 4 : : Fees applied for, 14-6 19 17

Damage or Repair Fee (if any) 90-00
or Sec. 29) 4-00
Received by me, *W. Watters*
10

Surveyor's Fee (if any) *Surunday Duty* 10-10 : Surveyor to Lloyd's Register of Shipping.

mittee's Minute New York JUN 19 1917

Character Assigned *Deferred for repairs &c.*

but fitted for oil fuel 6.17 ft. above 150°.

10

§ 3.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

(3) S.S. Rockefeller
a new lower anchor has now been placed on board this vessel examined on board and found in order for particulars and markings see this report

The whole of the Anchor cable port side lost has now been replaced with 120 fathoms of 2 1/4" Temporary cable for particulars and markings see this report

The Master stated that the above temporary cable would be replaced with 150 fathoms of $2\frac{3}{8}$ " cable at the first convenient opportunity.

Watters

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

(2) S. S. Wm Rockefeller
and replaced with double butt straps double riveted.
N^o 1-2-3 and 4 Transverse upper deck beams in N^o 3 summer Tank fractured
in several places Transverse deck beams renewed.
N^o 1-2-3 and 4 Transverse brackets to shell plate and upper deck
fractured. Transverse brackets renewed.
Two longitudinal upper deck beams in N^o 3 summer Tank fractured and
two bent and buckled Two longitudinal deck beams renewed and two
taken off fairied and replaced.
N^o 5 summer Tank hatchway plate in way of hinge bent and the hatch
cover missing. Hatchway plate fairied and a new hatch cover fitted.
Starboard Bulwark plating in way of damage set out and two plate
stanchions bent. Bulwark plating and rail fairied in place two rail
stanchions taken off fairied and replaced.
Two stanchions from upper deck to Bridge deck bent and buckled
stanchions taken off fairied and replaced
Caulking started and rivets loose in way of damage all started
caulked made good and any loose rivets where found renewed.

Temporary Repairs

time did permit of the permanent repairs in No. 4 Cargo Oil Tank being completed and temporary repairs were completed to my satisfaction consisting all the started caulking being made good and any loose rivets in No. 3 summer Tank deck renewed.

Tank Testing

No. 4 Cargo Cargo Oil Tank and No. 3 Summer Tank tested to rule on completion of repairs and found in order
At the request of the owners representative tested the whole of the Cargo Oil Tanks, Cofferdams and Fuel Oil Tanks and Summer Tanks to rule and any started caulking where found was made good all now good

Damage Repairs in No. 4 Cargo Oil Tank

To complete the following requires to be done Summer Tank deck filating in way of No 4 Cargo Oil Tank set down to be faired in place. Two deep transverse deck beams and brackets in No 4 Cargo Tank under No 3 summer Tank bent and buckled Transverse beams and brackets to be taken off faired and replaced Four longitudinal deck beams under No 3 summer Tank deck set down to be faired in place. No 4 Cargo Oil Tank and No 3 summer Tank to be tested after repairs are completed

Watters