

Date of writing Report *1913* When handed in at Local Office *1913* Port of *Philadelphia*

No. in Reg. Book. *1131* Survey held at *Philadelphia* Date, First Survey *Sept 20th* Last Survey *Oct 1st* 191*3*

on the ~~Wood, Iron or Steel~~ *S.S. Hungerford* (No. of Visits) *4* Master *J. R. Moore*

TONNAGE:— Built at *Bremen* By whom *Apf-Lyes-Weser* When *1913*— *3* MONTH

SS *5811* Owners Requisitioned by Government (*G. Heyn Schd*) Port belonging to *London*

ER DK *5462* Owners' Address *London*

3643 (if not already recorded in Appendix to Register Book)

Kept Afloat or in Dry Dock? Name of Dock *Pier Delaware* Destined Voyage *W.K.*

<i>Cell</i>	<i>D</i>	<i>B</i>	<i>or</i>	<i>D</i>	<i>Ba</i>	<i>feet; uE&B</i>	<i>feet; f</i>	<i>feet; }</i>	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
<i>Capacity</i>	<i>tons. FPT</i>	<i>tons. APT</i>	<i>tons. MT</i>	<i>feet</i>	<i>tons. }</i>				

If 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 of the inner bottom plating, especially in the boiler space.

st Report, No. 39854 Port.

dical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs should be reported by cause 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 removal 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.

[illegible]

On _____ 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 whether they were declined? Yes Was a damage report made by anyone else? If so, by whom? by undersigned

IRS, OR EXAMINATION AS PER RULE, FOR Damage and Fuel Oil Carrying
 Damage stated to have been sustained through the ship Toward and colliding
 with the vessel while lying at anchor in the River Delaware Sept 20th 1914
 For further particulars see Log Books and damage report
 chains Recommended Now Done

Beluark plate on bridge deck badly set in and fractured now renewed
Swark rail in way of damage port side amidships bent and broken now renewed
ring hit on damaged plate removed and fitted to new plate. Gunstrake plate
way of damage slightly set in faired in place The deck beam knee rivets
welded now riveted. Frame in way of damage slightly set in at top faired
th a liner. Teak wood deck three planks slightly damaged now repaired

RY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	1							20 feet of bulwark rail renewed
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	1	1						

T CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
of Decks	Inner Bottom Plating	Engine Room Skylights	(State if on Felt.)
ys	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month
Fastenings	State if Tanks now tested	Scuppers	Boats
Plating	Bulkheads	Cargo Hatchways	Masts, Yards, &c.
of ditto	Ceiling	Hatches	Condition, how ascertained
ks & Crutches	Cement or Asphalt	Planking of Wood Vessels	(State if wedges removed)
Frames	(State which.)	Caulking ditto	Sails
	Rudder	Treenails ditto	Equipment letter
	Steering gear and its connections	Breasthooks & Stemson ditto	Anchors, No. of
	Windlass	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
	Have Pumps now been examined and found efficient?	Timbers of Frame at openings ditto	„ length
	Have Sluice Valves now been examined and found efficient?	Ditto ditto at other places ditto	(on board)
	Have Watertight Doors now been examined and found efficient?	Stringers, Clamps & Shelves ditto	„ Rule length
		Salting ditto	Hawser & Warps
		(State if examined.)	Standing & Running Rigging

eral 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 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 grey, 1.15," or "to remain as classed and to have record of survey, 1.15, and the notations of ss No. 1-15 and ptdn15, &c."

is Diesel is now in good and efficient condition Eligible in my opinion
remain as claimed + 100 H.P. and to have Intake R fitted to carry fuel
flash point above 150°F in Nos 1-2-3-5 and 6 double bottom Tanks

Survey Fee (per Section 28)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	\$	50. 00	:	19
Travelling Expenses (if chargeable)	\$	1. 00	:	Received by me,
Second Surveyor's Fee (if any)	\$	5. 00	:	19

Committee's Minute ✓ New York OCT 9 1917

Character Assigned *Deferred for No. 1*

Carri-fuel oil 7. above 150°F
in 20th Btm (in Col 3)

Surveyor to Lloyd's Register of Shipping.

THU. 28 MAR. 1918

Deferred
until Oct

Lloyd's Register
Foundation

W856-0144

S.S. Hungerford
all loose rivets in way of damage renewed and started caulking in
good. Broken cement in bridge deck waterway renewed and all
the new and old work painted as before Repairs examined and
found to be in order
Fuel oil Carrying

Fuel Oil Carrying
Repairs and alterations to enable the vessel to carry fuel oil in
N^{os} 1-2-3-5 and 6 double bottom Tanks

Now Done
The Manhole doors on all double bottom Tanks removed and repainted with
asbestos joints. All Tank Air pipes on deck hinged covers at open ends
and several repaired. Sounding pipes in Tunnel fitted with plug
ends. Fore and Aft Peaks blanked off in Stokeld and Tunnel
Dry Tank suction removed from Tank Valve box and fitted to a
box on bilge line Tank Valve for same blanked off
Nos 1-2-3-5 and 6 double bottom Tanks tested by filling with water
to top of Air pipes all in order ✓

Special Reasons List

Nothing was done at this time to complete the permanent repairs mentioned in the above list.

W. Wattis

ANCHORS.

[illegible]

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

[illegible]