

PORT of SURVEY for REPAIRS, &c.

Report 16th May 1921 When handed in at Local Office 27/5/21 19 Port of New York

Survey held at Hoboken New Jersey Date, First Survey 24 Mar Last Survey 17 May 1921

on the Wood, Iron or Steel Screw Steamer HERBERT L. PRATT Master W. Muller

PAGE:— Built at Alameda Cal By whom Bethlehem S. B. Corp. When 1918 2

7145 Owners Atlantic Refining Co Inc Port belonging to Philadelphia

6444 Owners' Address 450 N. 1st St. New York City

5372 d Afloat or in Dry Dock? Afloat Name of Dock Federal Shipyard Destined Voyage Mexico

U.D.B. or D.B. a feet; u.E. & B. feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Capacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.

Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, of the inner bottom plating, especially in the boiler space.

Report, No. Port

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from repairs due to other causes; the repairs being detailed in the body of the report, should be summarised in the form shown below. Whenever the extent of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

In 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?

OR EXAMINATION AS PER RULE, FOR Damage, stated due to collision when moving from berth to berth, Damage on starboard side, No 5 plate from aft + below sheer indented in two places, No 5 plate from forward + No 5 below sheer indented in four places, No 6 plate from forward + No 5 below sheer indented in one place, 6" bulb iron at break of forecastle head twisted & plate upset.

Recommended. No 5 plate from aft + No 5 below sheer to be faired in place.

Plate from forward + No 5 below sheer. plate to be removed, faired & replaced.

Plate from forward + No 5 below sheer to be faired in place.

Iron at break of forecastle head to be cropped for a distance of 3 ft beyond end of the angle, renewed & electric welded at butt & plate faired in place.

No 1 & 2 Cargo tanks to be tested

OF DAMAGE REPAIRS:—

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

oved

oved and Faired or Repaired

ed or Repaired in place

CONDITION OF THE

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Dbing. Plates under Sounding Pipes

Engine Room Skylights

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

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treennails ditto

Breasthooks & Stemson ditto

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shells ditto

Salting ditto

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt.)

When put on, Month Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length size

(on board)

Rule length size

Hawser & Warps

Standing & 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 a 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 ptND15, &c."

The above repairs have been carried out satisfactorily. The Vessel is eligible in our opinion to remain as classed without fresh record of survey. 5.21

(per Section 28) £ 25 : : Fees applied for, 20 April 1921

Damage or Repair Fee (if any) £ 50.00 : : Received by me, 16/5/21

Expenses (if chargeable) £ 25 : : 19

Surveyor's Fee (if any) £ : : :

Committee's Minute New York MAY 31 1921

Character Assigned 100A1 subject

for oil fuel 318 F.P. above 150°F.

+ L.M.C. M.S. 5.21 + N.E. 5.21

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W 942-0253

Starboard Side

Now done N^o 5 plate from aft & N^o 3 stake below sheer, faired in place. N^o 5 plate from forward & N^o 5 stake below sheer. This plate has been straightened by fairing in place. N^o 6 plate from forward & 5th stake below sheer, faired in place. 6" Bulb angle at the break of forecastle deck renewed for a distance of 3 ft beyond the bend of angle & electric welded at butt & plate faired in place where indented. N^{os} 1 & 2 Tanks tested

Wear heat

Vessel placed on dry-dock. Bottom and rudder cleaned, examined found satisfactory. New centre strake fitted to engine room tank top and additional arch girders fitted for strengthening. (Fitting new engine see book up and)

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]

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

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