

Lloyd's Register of Shipping.

(Received at London Office) 16 NOV 1935 No. 4908

REPORT of SURVEY for REPAIRS, &c.

Report Oct. 31 1935 when handed in at Local Office Oct. 31 1935. Port of Newport News, Va.

Survey held at Newport News, Va. Date, First Survey Oct. 24th, Last Survey Oct. 31st, 1935.

the ~~Wagon~~ Steel S/S "HERBERT L. PRATT"

Built at Alameda, Cal. By whom Bethlehem S.B. Corp. When 1918 2
 Owners Atlantic Refining Co. Owners' Address
 Managers Port belonging to Philadelphia.

Afloat or in Dry Dock? Yes Name of Dock N.Ns.S.B. & DD. Co. Destined Voyage Texas Ports.

DBorDBa feet; uE&B feet; f feet
 Capacity tons; FPT tons; APT tons; MT tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

CHARACTER: For Special Survey Date of last survey and of Periodical Surveys. Year and month when last surveyed. Machinery and Boiler (including date of N.B. if any).

*100-A-1 4.35
 ss. Phl. No. 3-5.30
 ss. N.Ns. No. 1-34
 Carrying petroleum
 shells
 *IMC.
 *N.E. 5.21
 M.S. 6.34
 B.S. 10.34
 T.S. (CL) 7.34
 Fitted for oil fuel
 3.15 E. P. above 150°F
 Society's Freeboard (if assigned) as painted on Ship and now verified 6 6 1/2

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; being detailed in the body of the report, should be summarized in the form shown below. Whenever the 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. N.Y.C. LTR. 25/10/35

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report and to whom and why they were declined.

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AS PER RULE, FOR Docking and Freeboard.

placed on dry dock. Bottom, stern frame and rudder cleaned, examined and recoated.

scattered rivets in shell bottom caulked and made tight.

er decks, hatches, hatchways, beams and fastenings, tank lids and fastenings, ventilators

eamings for same examined and found in good order.

freeboard assignment has been made to this vessel in accordance with New York letter October 25, 1935.

ew freeboard marks in accordance with the letter quoted has now been marked on the vessel's verified October 29, 1935, as advised New York and out in on the port and starboard sides of the vessel. The recommendations made by the Philadelphia Surveyors, has now been carried out

DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items
Not Paired or Repaired								
Repaired in place								

CONDITION OF THE	State of Tanks have been examined inside	Air and Sounding Pipes	Copper or Y.M. of Wood Vessels
Good	No	✓	(State if on Port)
State of Tanks now tested	No	Dblng. Plates under Sounding Pipes	When put on, Month
Bulkheads	✓	Engine Room Skylights	Buys
Ceiling	✓	Coal/Bunkers Open'gs, Lids, &c.	Masts, Yards, &c.
Cement or Asphalt (State which)	Good	Oil Bunkers	Condition, how ascertained
Rudder	✓	Scuppers	(State if wedges removed)
Steering gear and its connections	A	Cargo Hatchways	Sails
Windlass	"	Hatches	Equipment letter
Have pumps now been examined and found efficient?	✓	Planking of Wood/Vessels	Anchors, No. of
Have Sluice Valves now been examined and found efficient?	✓	Caulking ditto	Chain Locker
Have Watertight Doors now been examined and found efficient?	✓	Treenails ditto	Cables (State if re-gangued)
Have Ventilators and their Comings been examined and found efficient?	Yes	Breasthooks & Stems ditto	" length (on board)
		Transoms Pointers & Crutches ditto	" Rule length
		Timbers of Frame at openings ditto	Hawser & Warps
		Ditto Ditto at other places ditto	Standing and Running Rigging
		Stringers, Clamps & Shells ditto	
		Sails (State if examined.) ditto	

Observations, Opinion as to Class, Recommendation, &c.:—
 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, 2, 4, and the notations of ss No. 1-24 and pND24, &c."

Vessel as far as seen, is eligible in my opinion to remain as classed and have fresh record of survey 10.35 in the Register Book.

Section 207	\$25.00	Fees applied for, 31/10/19 35/
Repair Fee (if any)	\$15.00	Received by me,
Travelling Expenses (if chargeable)	A	19
Second Surveyor's Fee (if any)	E	

J. Hudson
 Surveyor to Lloyd's Register of Shipping

LR
 Lloyd's Register Foundation

Committee's Minute
 Character Assigned 100 A1 Carrying Pet in bulk
 Fitted for oil fuel 3.15 J.P. above 150°F
 B.S. 10.35

J.E. O'Neil
253 66
TEN

Lloyd's Register of Shipping.

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Newport News, Va. Continuation of Report No. 4906 dated Oct. 31, 1935. on the

"HERBERT L. BRATT"

consists of the following:-

forward 10' x 10' dry cargo hatch now fitted with a 10" x 3 1/2" x 20 Lb. channel all around, raising the hatch to a minimum height of 30".

new steel hatch cover 20.4 lbs. in weight per square inch made and suitably connected to the channel bar by 3/4" bolts pitched approximately 8" apart.

suitable water tight joint has been made between the flange of channel bar and hatch coaming plate.

top side of the steel hatch cover stiffened with two 7" x 3 1/2" x 15.3 lbs. bulb stiffeners and two similar stiffeners fitted on the under side of the steel hatch cover.

3" x 3 1/2" angle bar has also been fitted to the hatch cover all around same to facilitate placing the hatch cover in position.

old hatch web has been retained in the hatch-way and has been fitted with a bar of sufficient thickness to allow the hatch cover to rest on same.

6" x 18" water tight hinged brass manhole ring and cover now fitted to the hatch cover.

4' x 4' hatch under forecastle deck has had the cleats rearranged 6" from each corner and four additional cleats fitted.

two 6" vents to No. 1 deep tank now fitted with a suitable nipple, gauze wire and closing arrangement.

closing arrangement consists of a tapered wooden plug secured by a chain and opened to a suitable bracket or cleat attached to the pipe.

two 6" vents to No. 2 deep tank raised to 36" above the deck and fitted with the wire and closing arrangement similar to No. 1 deep tank.

3" vents to dwarf cofferdam fitted and made 36" above deck with gauze wire and closing arrangements.

Ship House:-

port light frames on the forward side, three on the port side and two on the starboard side removed and rivetted spigot patches fitted in place.

the dead lights on the port side and two on the starboard side with the necessary gaskets fitted to the existing port light frames.

End:-

3" vents to dwarf cofferdam raised to 18" above the deck and fitted with gauze wire and closing arrangements similar to the deep tanks i.e., tapered wooden plug which is attached a chain secured to a bracket or cleat on the pipe in question.

cleats for the two 4' x 6' hatches and the two 3' x 3' hatches rearranged 6" from each corner and each fitted with four additional cleats.

4' x 3' hatch coaming to stewards store room raised to 18" above the deck and four additional cleats fitted. The skylight coaming over the steering gear engine raised to a height of 18". The coaming plate at the top of the escape trunk to oil pump room on the port side raised to a minimum height of 18" above the deck.

29 port dead lights (15 port and 14 starboard) have now been fitted in way of the crew's quarters aft.



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15.
12.11.35

... means the sheer measured at the stem and stern ...

... If measured relatively to water line the vessel's draft at each of ...

MARKING REPORT
DATE 22 3 18