

(Received at London Office)

16 NOV 1935

No. 4906

## 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 ~~Wm. L. Brown~~ Steel S/S "HERBERT L. PRATT"

NAME Built at Alameda, Cal. By whom Bethlehem S.B. Corp. When 1918 2  
7118 Owners Atlantic Refining Co. Owners' Address  
6410 Managers Port belonging to Philadelphia.

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

D B or D Ba feet; u E & B feet; f feet  
acity tons. FPT tons; APT tons; MT tons.

alterations in the existing records should be underlined.  
Steel 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.

Report, No. Port

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 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. N.Y.C. L.R. 25/10/35

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

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

CHARACTER.  
No. for Special Survey  
Date of last survey and of Periodical Surveys.  
\*100-A-1 4.35  
ss. Phl. No. 3-5.30  
ss. N.Ns. No. 1-34  
Carrying petroleum  
whisk  
\*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

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.

new 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

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                    |
|--------------------|--|---------|------------|---------|------------------------------------|--------------|-------------|--------------------------------|
| Paired or Repaired |  |         |            |         |                                    |              |             |                                |
| repaired in place  |  |         |            |         |                                    |              |             |                                |
| ION OF THE         |  |         |            |         |                                    |              |             |                                |
| Good               | State if Tanks have been examined inside                               | No      |            |         | Air and Sounding Pipes             |              |             | Copper or Y.M. of Wood Vessels |
|                    | State if Tanks now tested  | No      |            |         | Dblng. Plates under Sounding Pipes | Good         |             | (State if on Pett.)            |
|                    | Bulkheads  | ✓       |            |         | Engine Room Skylights              | Good         |             | When put on, Month             |
|                    | Ceiling  | ✓       |            |         | Coal/Bunker Open'gs, Lids, &c.     | "            |             | Boats                          |
|                    | Cement or Asphalt  | ✓       | Good       |         | Oil Bunkers                        | Good         |             | Masts, Yards, &c.              |
|                    | (State which.)   |         |            |         | Scuppers                           | Good         |             | Condition, how ascertained     |
|                    | Rudder   |         |            |         | Cargo Hatchways                    | N            |             | (State if wedges removed)      |
|                    | Steering gear and its connections                                      | N       |            |         | Hatches                            | N            |             | Sails                          |
|                    | Windlass   | "       |            |         | Planking of Wood/Vessels           |              |             | Equipment letter               |
|                    | Have pumps now been examined and found efficient?                      | ✓       |            |         | Caulking                           | ditto        |             | bt                             |
|                    | Have Sluice Valves now been examined and found efficient?              | ✓       |            |         | Treenails                          | ditto        |             | Anchors, No. of                |
|                    | Have Watertight Doors now been examined and found efficient?           | ✓       |            |         | Breasthooks & Stems                | ditto        |             | 33. S. A.                      |
|                    | Have Ventilators and their Coamings been examined and found efficient? | Yes     |            |         | Transoms Pointers & Crutches       | ditto        |             | Chain Locker                   |
|                    |  |         |            |         | Timbers of Frame at openings       | ditto        |             | Cables (State if rearranged)   |
|                    |  |         |            |         | Ditto Ditto at other places        | ditto        |             | " length                       |
|                    |  |         |            |         | Stringers, Clamps & Shells         | ditto        |             | " Rule length                  |
|                    |  |         |            |         | Sails                              | ditto        |             | Hawser & Warps                 |
|                    |  |         |            |         |                                    |              |             | Standing and Running Rigging   |

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, 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, 24, 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

of survey 10.35 in the Register Book.

Section 30) \$25.00

Repair Fee (if any) \$15.00

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

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

Fees applied for,

31/10/1935/

Received by me,

19

Surveyor to Lloyd's Register of Shipping

12.11.35

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Lloyd's Register Foundation

MARKING

22.3.18



(2)

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 3½" 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 ¾" 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 3½" x 15.3 Lbs. bulb plate stiffeners and two similar stiffeners fitted on the under side of the steel hatch cover.

3½" 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 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.

2" 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.

new 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.

3' 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.

*[Handwritten signature]*



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MARKING REPORT  
RICH 22-3-18

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12.11.35