

Date of writing Report July 7<sup>th</sup> 1922 When handed in at Local Office July 11 1922 Port of New York  
No. in Reg. Book. 7352 Survey held at Hoboken & Brooklyn, N.Y. Date, First Survey 5 June 1922 Last Survey July 1922  
on the Wood, Iron or Steel T.B.S. "PHILADELPHIA" (No. of Vessels) 1 Master [Signature]

TONNAGE:-  
GROSS 10232  
UNDER DEK 856  
NET 4205

Built at Glydebank By whom J. G. Thomson When 1889 - 3  
Owners International Mercantile Marine Co Port belonging to New York  
Owners' Address  
(If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? *both* Name of Dock *Harbor I.D. Co* Destined Voyage

WB=Cell DBor DBa feet; uE&B feet; f feet; f  
 total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted  
 precisely as in Register Book & Supplements)

CHARACTER.  
☐ For Special Service.  
☐ For Use in Survey and of  
 Particular Importance.

History and Notes  
 Containing description of the  
 contents of the box, if any.

Last Report, No.	18398	Port	N.Y.K.	+100A1 3-20	+LHC
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(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account 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 replacement 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.)

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

REPAIRS OR EXAMINATION AS PER RULE, FOR \$5 *And to duty to return*

Now Done: Vessel placed on dry dock. Bottom and Rudder, cleaned  
examined found satisfactory. recoated. Examined  
Rudder gudgeons E.V. Repairs Satisfactory  
Anchors and cables ranged. 300 fathoms of 2 5/8 chain  
found satisfactory. Boats, Masts & Rigging examined  
satisfactory. Holds, Two Decks, Engine & Boiler spaces, and  
all Bunkles examined, found as now placed in satisfactory  
condition. All double bottom tanks throughout this  
Vessel tested as per rules found satisfactory (Except #7.  
DBT.) all ceilings in way of tanks lifted, and tank tops  
P.T.O.

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plating.	Other Items :—
Removed	...								
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								

  

PRESENT CONDITION OF THE		Stringers		Ebing. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	Good		Good		Good		(State if on Pelt.)
Caulking of Decks	"						When put on, Month
Waterways	"						Year
Coamings	"						Boats
Beams & Fastenings	"						Masts, Yards, &c.
Outside Plating	"						Condition, how ascertained
Caulking of ditto	"						(State if wedges removed)
Rivets	"						Sails
Breasthooks & Crutches	"						Equipment letter
Transoms	"						Anchors, No. of
Frames	"						Cables (State if now ranged)
Reverse Frames	"						" length
Floors	"						" Rule length
Keelsons	"						Kawser & 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 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, 1,15,” or “to remain as classed and to have record of survey, 1,15, and the notations of *ss No. 1-15 and 147015, &c.*”

This vessel is eligible in my opinion to remain as classed with fresh record of survey 7-22 and notation S.S. #2-22 subject to DBT's 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14 being examined internally and #7 DBT to be tested. Rudder sections to be examined next dry docking (F.H. Repairs).

Survey Fee (per Section 28)	£ 230. 00	Fees applied for,	FRI. 23 FEB. 1923
Special Damage or Repair Fee (if any) (per Sec. 28)	£ 10. 00	Received by me,	Alvarado Mac Watt & James L. Kat.
Travelling Expenses (if chargeable)	£		FRI. NOV. 17 1922 FRI. 4 DEC. 1922
Second Surveyor's Fee (if any)	£		Surveyor to Lloyd's Register of Shipping.

Committee's Minute	New York JUL 1 1922	171/1	FRIDAY, SEP. 29 1922	369
Character Assigned	Deferred	LMC-1322 subject	Deferred	



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

[illegible]

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

[illegible]

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



## T.S.S. "PHILADELPHIA"

S.S. CON <sup>TEP</sup>

and margins examined found satisfactory.  
DB Tanks #7, 8, 9, 10, examined internally all found satisfactory.

Note - #7 DBT top plating was repaired with new plating as found necessary at this time, but no opportunity was given for testing tank. Both peak tanks examined & tested satisfactory. Also Fore-Deck, Windlass, and Steering gear opened up examined and tried under working conditions found satisfactory. Chain lockers examined satisfactory. Decks examined satisfactory. Pumps & Water tight doors examined and tested satisfactory. All Hatches & covers examined found satisfactory. All inner plating throughout Vessel examined found satisfactory. Freeboard Verified,

see above

To complete S.S. - DB tanks #1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 14. To be examined internally. and #7 DB Tank to be tested.

A. Mac Watt.