

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th April 25. When handed in at Local Office 9th April 25. Port of Philadelphia.No. in Reg. Book. Survey held at Chester, Pa. Date, First Survey 29th Jan. 13. Last Survey 31st March 1925. (No. of Visits)

64638 on the Wood, Iron or Steel S.S. "BETTERTON".

TONNAGE:— Built at Baltimore Md. By whom Baltimore D.D. & B.C. When 1920. YEAR. MONTH.

GROSS 7366 Owners Associated Oil Co. Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DE. 6592 Managers Port belonging to

NET 4504. Surveyed Afloat or in Dry Dock? Both Name of Dock Sun L.B. & D.D.C. Destined Voyage San Francisco.

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER, Date of last Survey and of Periodical Surveys.

N.B.—All alterations in the existing records should be underlined. 100 A1 Class contemplated.

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

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially 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 why they were declined Yes, not required. Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? N.S. Salvage Assn.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, ALTERATIONS & DAMAGE.

Now done:— Vessel placed on pontoon. Bottom and rudder examined, cleaned & re-coated. All cargo oil tanks, summer tanks, cofferdams, oil fuel tanks, pump room, tween decks, poop, bridge & fore-castle spaces, S & B. spaces, fore & after peaks & tanks, forward deep tank, and D.B. tanks under engines & boilers examined, and cleaned & coated where necessary. Shell plating examined in way of sidelights. It was not considered necessary to drill the shell plating. A few rivets removed from various parts and these with the countersinking and workmanship found satisfactory. D.B. tanks under engines & boilers tested as per Rules & found satisfactory. Cables ranged and locked.

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

PRESENT CONDITION OF THE	Good	State if Tanks have been examined inside	Yes.	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels.	✓
Decks	Good	State if Tanks now tested	E & B only.	Engine Room Skylights	"	(State if on Belt.)	✓
Caulking of Decks	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	None	When put on, Month	Year
Coamings	"	Ceiling	"	Scuppers	Good	Boats	Good
Beams & Fastenings	"	Cement or Asphalt	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Outside Plating	See remarks	(State which.)	"	Hatches	"	Condition, how ascertained	By exam.
Breasthooks	Good	Rudder	"	Planing of Wood Vessels	"	(State if wedges removed)	✓
Transoms	"	Steering gear and its connections	"	Caulking	ditto	Sails	✓
Frames	"	Windlass	"	Treenails	ditto	Equipment letter	✓
Reversal Frames	"	Have Pumps now been examined and found efficient?	None	Breasthooks & Stemson	ditto	Anchor, No. of	3B. 15. 1K.
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	None	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	Yes.
Transverses	"	Have Watertight Doors now been examined and found efficient?	None	Timbers of Frame at openings	ditto	length 300 fms size 2 3/8	
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places	ditto	Rule length 1300 fms size 2 3/8	
Keelsons	"			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good
Stringers	"			Sitting	ditto	Standing & Running Rigging	"
Inner Bottom Plating	"			(State if examined.)			

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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND15, &c."

This vessel is eligible, in my opinion, to be classed 100A1, carrying petroleum in bulk, with notation of Longitudinal Framing, and to have record of survey 3, 25, and the notation of S.S. PHL No. 1-25 in the Register Book when the special survey has been completed & damage repairs have been effected.

Survey Fee (per Section 29)	£	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute NEW YORK APR 2 1 1925

Character Assigned Deferred

g. Framing N.Y.E. 25. L.M.C. 3-25. T.S.N. 3-25 (C.L.)

Surveyor to Lloyd's Register of Shipping. E. J. Evans.

© 2020 Lloyd's Register Foundation

002770-002783-0260

S. S. "BETTERTON."

examined. Decks, masts (no wedges), spars & general equipment, latches & supports in position, ventilators & coaming, steering gear & its connections, windlass and air & sounding pipes examined.

To complete the Survey:- All cargo oil tanks, summer tanks, cofferdams, oil fuel tanks, fore & after peak tanks and forward deep tank to be tested as per Rules.

ALTERATIONS:- Turbine engines removed and reciprocating engines fitted.

Double Bottom in way of Engines:- 1 Tank top plate on each side of middle line renewed. Well in tank top built up & plated out. 1 additional intercostal girder fitted on each side for half the depth of the tank in way of outer engine girder. Engine seating fitted, all as per approved plan forwarded herewith.

Transverse tie beams fitted in engine space as per approved plan forwarded herewith.

Damage stated caused by grounding and other causes, time & place not obtainable.

Sound. Starb^d Side:- B1, B2, B3, B4, D3 & D4 set up & indented. B5, B6, B7 & B8 set up in way of butts.

Port side:- B11 set up & indented and 1 plate in D strake in way of No 9 tank scored on top edge. Forward length of bilge keel bent.

Riveting of 2nd & 3rd arms (from bottom) of rudder started. All shell rivets & caulking in way of A.P. tank leaking.

Port Bow:- Plates Nos 2 & 3 in 2nd above, No 2 in 1st above and Nos 2 & 3 in 1st strake below sheerstrake indented. 1 Side light glass broken.

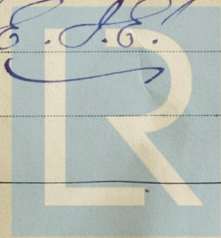
Repairs now done:- Riveting of rudder arms renewed, old rivets in way of A.P. tank caulked & started caulking made good.

The Owners propose to complete the Special Survey & effect damage repairs at San Francisco to which port the vessel is proceeding. This, in my opinion, merits the approval of the Committee. San Francisco Surveyors have been advised accordingly.

E. J. Evans.

It is understood the vessel will be re-measured for tonnage at San Francisco.

E. J. E.



© 2020

Lloyd's Register
Foundation

0266 2/2