

Date of writing Report 14th Nov^r 1923 When handed in at Local Office 14th Nov^r 1923 Port of Philadelphia
No. in Reg. Book. 32832 Survey held at Philadelphia Date, First Survey 10th Jan Last Survey 5th Nov 1923
(No. of Visits 27)
on the Wooden Steel M. V. SEEKONK Master

TONNAGE:—	Built at <u>Stog Island Pa.</u> By whom <u>American Internatl SSB Corp.</u> When <u>1919</u> .	YEAR. MONTH. 5
GROSS <u>4998.99</u>	Owners <u>to Crampson SSB Co.</u>	Port belonging to <u>Philadel</u>
UNDER DECK <u>4572.55</u>	Owners' Address	
NET <u>3114.74</u>	(if not already recorded in Appendix to Register Book).	

Surveyed <u>Afloat or in Dry Dock?</u> <u>Both</u>		Name of Dock <u>Cranps.</u>		Destined Voyage <u>New York</u>	
WB = Cell DBor DBa	feet; uB&B	feet; f	feet; }	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
total capacity	tons. FPF	tons; APT	tons; MT		

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. 3212 Port YHL

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

CHARACTER, * for Special Surveys. Date of last Survey and of Periodical Surveys.	Years assigned from expired.	Machinery and Boiler Surveys (including date of N.B., if any)
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(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

Society's Freeboard (if assigned) as
 painted on Ship and now verified } 7 ft 10

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 *Re-classing, special Survey No. 1, alterations and additions.*

Now done:- Re-classing, and special survey nos. - Vessel placed in Dry Dock. Bottom and rudder examined, cleaned and re-coated. Fore & aft. Peak Chan Locker, Machinery Space. Double Bottom Tanks, Dup Tank. & Peak Tanks. Cleaned and examined. cleaned and re-coated where necessary. Ceiling & Lane Support Cleaned. Ceiling removed for examination, tank top plating & shell plating, scaled and re-coated as necessary. Cement on bottom examined and renewed where no-adher to plating. Shell plating examined and a few rivets removed, from various parts, and these, with the workmanship and counter-sinking found satisfactory. It was not considered necessary to drill the shell plating at this time. Double Bottom Tanks

[illegible]

General Observations, Opinion as to Class, Recommendation, &c.:—

This vessel is now in a good and efficient condition, eligible, in my opinion to be re-classed #100A1. and to have record of survey #23 and the notation of ss. Plb N:1-23. Fitted for oil fuel 5.19. Flag Port above 150° E. in the Register Book.

Survey Fee (per Section 28)	£	:	
Special Damage or Repair Fee (if any)	\$	600.00	:
(per Sec. 29)			
Travelling Expenses (if chargeable)	\$	25.00	:
Second Surveyor's Fee (if any)	£	:	

Fees applied for,
16th Nov 1923
Received by me,
21.12.1923

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

New York NOV 20 1953
Reinstate +100A1
delete total for oil fuel 5.19.
F.P. alone 150°F.
SS No1-23 + LMC-11.23.
+ NE-23. #DB-23. 150 lbs

RECEIVED
MAY 30 1924

Lloyd's Register
Foundation

M. V. "SEEKONK".

Tanks, Deep Tank, & Dead Tanks tested under pressures required by the Rules for new vessels and made efficient. Decks, Mast & Rigging examined. Hatch Covers, web & floor girders, ventilators, coamings, steering gear, windlass, air sounding pipes examined. Chain Cables ranged. 30 fms of 2 1/2" stud link Chain Cable now supplied as per particulars on back of first sheet of Report. Anchors & general equipment examined. Two Manila hawsers 90 fms each x 8" and two 90 fms 7" circ. now supplied. Chain Cable verified with certificates. Deckboard Marks verified.

Alterations and additions. Engines & Boilers removed. Engine & Thrust seating. Boiler foundations & all auxiliary machinery foundations removed. New engine seating about 3' 9" high, built to extend from Bulkhead 87 to Bulkhead 109, each side of Centre line, top plating 1" thick, outboard girder exactly over side girder in S.Btm. and inboard girder supported by 10" Channels on open floors, as per approved plans. Box girder built from BH 87 to BH 109 on starboard side for main generators. Small foundations built on Port side for auxiliary machinery. Lubricating oil tank built in double bottom on starboard side from Centre girder to Port side girder between frames 98 and 102 and tank top plating in way of same removed. Bulkhead at frame 98 removed to upper deck leaving web 33" wide each side, connected to main generator seating starboard side.

Additional web frame built at frame 93 from tank top to upper deck, making web 12" channel frame a web 24" deep. Brackets at heels of frames removed & replaced by larger brackets connected to seating. New thrust seating built to suit new machinery with top plate connected to top plating of main engine seating. Boiler casing removed & renewed, bringing same in line with engine casing. Channel stanchion supporting engine casing (on each side of ship) removed, and three I stanchions 12" x 79 lb. fitted on starboard side and 4 on port side, & two web frames 24" deep fitted to engine casing, one above each stanchion. Crossed Beam fitted at frame 99 & connected to casing by large brackets on upper & lower sides of beam. All transverse bulkheads between frames 87 & 109 removed. Fiddle Top Plating renewed also beams & same & silencer house built at after end of same. Original engine room skylight removed & replaced. Scum deck & upper deck completed as necessary in way of casing. Two longitudinal bulkheads in Deep Tank removed and replaced by deep web frames. Efficient doubling plates fitted to shell plating in way of sea connections. Steering gear removed & new hydro-electric gear fitted with new suitable foundations. Electric motor fitted to drive windlass. Deck house built around each mast to accommodate electric resistors and winch platform built above each house to carry 4 electric winches on each platform. See approved plans of engine foundations (3), engine casing, stanchions in engine room across the beam, enclosed herewith.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 OR 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
1556	30	2 1/2	20412	20285	600	9063	66	8480	66	Standard Cable Co.	Oct 27-10-23 J.F.M.
Iron Steam Chain or Steel Wire...											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

21200-2111M