

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15th June 48 When handed in at Local Office 15 June 1948 Port of GALVESTON, TEXAS.

No. in Reg. Book 57685 Survey held at Galveston, Texas Date, First Survey 26th May Last Survey 9th June 1948
on the Wood of Steel S.S. THEOBALDIUS Ex SILVER CREEK (No. of Visits continuous)

TONNAGE:— Built at Portland, Oregon By whom Kaiser Co. Inc. When 1945 8
GROSS 10662 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address -
UNDER DK. 9489 Managers - (if not already recorded in Appendix to Register Book).
NET 6322 Port belonging to London
Surveyed Afloat or in Dry Dock? Both Name of Dock Todd's No. 2 D.D. & Todd's wharves Destined Voyage -

Cell DBorDBa feet; uE&B - feet; f - feet }
total capacity - tons. FPT - tons; APT - tons; MT - feet tons. }
Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A-1</u>	<u>B.S. 10-47</u>
<u>examined 10-47</u>	
<u>Docking 10-47</u>	
<u>Classification contemplated.</u>	
<u>Carpenter's Red in Hull</u>	
Society's Redboard (if assigned) as painted on Ship and now verified } <u>9</u>	<u>fr. 2 3/4 ins.</u>

Last Report, No. - Port -

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) Special Survey (2) Repairs (3) Damage stated to have been sustained (a) Through heavy weather at sea, Curacao to Hamburg, 23 January 1948 (b) Through colliding with pier entering Punta Cardon, Venezuela, 15th February 1948 (c) Through colliding with locks, leaving Swansea, 8th April 1948 (d) When hoisting foremast derrick Portside, the derrick gooseneck pin fractured aft Galveston 26th May 1948. (Items 1 to 4) Unknown damage.
Now Done: Vessel placed in dry dock, hull, bottom and rudder, stern frame and stem cleaned, examined, found or now placed in good condition.
(1) Special Survey now done, examined all cargo tanks, forehold, ammunition spaces, fore aft, cofferdams, pumprooms, fore and aft peaks, chain lockers, space under bridge, engineroom and boiler spaces as cleared for survey, steel work throughout all parts of the vessel and found or now placed in good condition. All engine room double bottom tanks, forward deep tanks, PTO

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if on Pelt.)	
Decks <u>Good</u>		<u>Good</u>		<u>Good</u>			When fitted, Month Year
Caulking of Decks <u>"</u>		Ceiling <u>-</u>		Coal Bunkers, Openings, Covers, &c. <u>-</u>			
Coamings <u>"</u>		Cement or Asphalt <u>-</u>		Oil Bunkers <u>Good</u>			
Beams & Fastenings <u>"</u>		Rudder <u>Good</u>		Scuppers <u>"</u>			Boats
Outside Plating <u>"</u>		Steering gear and its connections <u>Good</u>		Cargo Hatchways <u>"</u>			Masts, Yards, &c. <u>Good</u>
" " in way of sidelights <u>-</u>		Windlass <u>"</u>		Hatches <u>"</u>			Condition, how ascertained (State if wedges removed.)
Frames <u>Good</u>		Have pumps been examined and found efficient? <u>yes</u>		Planking			Equipment letter <u>from aloft</u>
Reverse Frames <u>"</u>		Have Sluice Valves been examined and found efficient? <u>-</u>		Caulking			Anchors, No. of <u>g& none</u>
Longitudinals <u>"</u>		Have Watertight Doors been examined and found efficient? <u>yes</u>		Treenails			Cables (State if now ranged) <u>DB 1-S</u>
Transverses <u>"</u>		Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>		Breasthooks & Stemson			" length <u>Yes</u> mean diam.
Floors <u>"</u>		Air and Sounding Pipes <u>Good</u>		Transoms, Pointers & Conches			" Rule length <u>300</u> size <u>2 5/16</u>
Keelsons <u>"</u>		Doubling Plates under Sounding Pipes <u>yes</u>		Timbers of Frame at openings			Chain Locker <u>330</u> <u>2 5/16</u>
Stringers <u>"</u>				" " other places			Hawsers & Warps <u>Good</u>
Inner Bottom Plating <u>"</u>				Stringers, Clamps & Shelves			Standing and Running Rigging <u>"</u>
Have the Tanks been examined internally? <u>yes</u>				Salting (State if examined.)			Sails <u>-</u>
Have the Tanks been tested? <u>"</u>							

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
This vessel is in good condition and eligible, in my opinion, to remain as classed and to have the record of survey 6-48 and the notation of S.S. Gal. 6-48, subject to permanent repair being effected to shell plate F-10; G-4-10-12 and 13; H-11, 12, 13 and 14 (P) at the first opportunity and the fitting of oil gutterways in way of oil bunkers in E.R. and 30 fathoms of cable being supplied.

Survey Fee (per Section 29) \$ 1900.
Special Damage or Repair Fee (if any) (per Sec. 29) \$ 263.
Travelling Expenses (if chargeable) SUNDAY & LATE \$ 45.
Second Surveyor's Fee (if any) \$ -
Fees applied for July 6, 1948
Received by me, [Signature] 19 [Signature]
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUL 14 1948
Character Assigned 100 A1 (Class contemplated)
SS. complete on hull Docking date 6-48 subject
N.Y.R. Cr. 14. 10. 48 002870-002875-0034

Is Certificate required? If so, to be sent to



all cargo tanks and cofferdams examined internally, found or now placed in good condition, and tested with a head of water as required by the rules and found tight. Decks, casings, hatches with hinged covers, vents with coamings and covers, air, gas and sounding pipes, plates under sounding pipes, windlass, Hydro-electric steering gear with telemotors and hand gear with its connections, pumps, W.T. doors, scuppers, skylights, boats, masts with deck angles and rigging, anchors, chain cables ranged, hawsers and warps and general equipment examined and all found or now placed in good condition.

Freeboard verified (Loadline certificate No. 26498 expires 31st Oct. 1948).

It was not considered necessary to drill the shell plating.

The Special Survey rule requirements have now been complied with.

(2) Repairs now done:

Rudder, corroded welding of lugs veed out and rewelded. Rudder trunk outer collar plate renewed.

Stern frame at top of arch starboard side of rudder support, doubling plate 15" x 28 x 1/2" welded over area subjected to corrosion and now welded over.

Ladders repaired in Centre tanks Nos. 3-4-5-6-7 and 8 also Wing tanks Starboard No. 6 and Port No. 8. Ships gangway repaired.

Fore and aft mast flame arrestor screens, also cargo vent and vacuum relief valves all reconditioned. 26 pressure gauges (cargo) renewed.

Steam heating coils and steam smothering lines tested and proven tight.

Motor lifeboat, gasoline tank repaired and tested.

Portside A strake bottom plating under pumproom, thwartship butt welding where found corroded, veed out and rewelded. Rigging, shrouds, shackles and turnbuckles exposed and found in good condition. Bonding strips in order.

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 RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	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 rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

The following fractures were noted, in way of wasted welding in the forward transverse bulkhead of centre tanks Nos. 2-6-7 and 8, all to starboard of centerline, and in transverse forward bulkhead of wing tanks Nos. 6 and 9) (starboard) and No. 8 (Port) and except for W.T.(P) No. 6 at 3 feet up and No. 7 at 5 feet up, remainder of fractures were at average height of 12 feet from bottom. All wasted welding with fractures, ranging from 6" to 12" were drilled, veed and rewelded. Tanks tested and proven tight. Windlass brakes relined. Minor repairs carried out to vessel and equipment as found necessary.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

