

3- AUG 1948

No. 5006

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 16th June 1948 When handed in at Local Office 17th June 1948 Port of GALVESTON, TEXAS
 o. in Book. Survey held at Galveston, Texas Date, First Survey 26th May Last Survey 12th June 1948
 on the ~~Wood Lumber~~ Steel S/S MESA VERDE (No. of Visits Continuous)

TONNAGE:— Built at Portland, Oregon By whom Kaiser Co. Inc., YEAR 1944 MONTH 11
 GROSS 10640 Owners British Tankers Co. Owners' Address —
 DER DK 9489 Managers — (if not already recorded in Appendix to Register Book).
 r 6313 Port belonging to London

veyed Afloat or in Dry Dock? Both Name of Dock Todd's No. 2 D.D. Destined Voyage

DBorDBa feet; uE&B feet; f Todd Wharves
 l 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.

st Report, No. Port

ical 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
 ent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated)
 ould be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be
 marised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars
 ould be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters
 ecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he
 ffered his services for this purpose and to whom and why they were declined not required.

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).
100 A-1 12-47	T.S. (CL)
Examined 12-47	seen 10-47
Carrying petroleum in bulk Classification contemplated Society's Freeboard (if assigned) as 9-12 3/4 ins. painted on Ship and now verified	

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

RS, OR EXAMINATION AS PER RULE, FOR (1) Special Survey (2) Repairs (3) Damage unknown.

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 center and wing cargo tanks, forehold, ammunition
 spaces, fore and aft, cofferdams, pumprooms, fore and aft peaks, chain lockers, space under
 bridge, engineroom and boilerroom spaces, stores and flats cleared for survey, steel work
 throughout all parts of the vessel and found or now placed in good condition.

Engineroom double bottom tanks, foward deep tanks, fore and aft peak tanks, all center and
 wing tanks and cofferdams examined internally, found or now placed in good condition.

tested with a head of water as required by the rules and proven tight.

(PTO)

RY OF DAMAGE REPAIRS:—

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
ewed							
oved and Faird or Repaired							
ed or Repaired in place							

CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling		Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month Year
Good	Cement or Asphalt		Oil Bunkers	Good	Boats
stenings	Rudder	Good	Scuppers	"	Good
ing	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.
in way of sidelights	Windlass	Good	Hatches	"	"
Good	Have pumps been examined and found effi-	yes	Planking		Condition, how ascertained from aloft
nes	cient?		Caulking		(State if wedges removed.)
Good	Have Sluice Valves been examined and found effi-		Treenails		Equipment letter
"	cient?		Breasthooks & Stemson		Anchors, No. of 3B 1S
"	Have Watertight Doors been examined and found	yes	Transoms, Pointers & Crutches		Cables (State if now ranged)
"	efficient?		Timbers of Frame at openings		length 330 mean diamr. 2 5/16
"	Have Ventilators and their Coamings been examined	yes	" " at other places		" Rule length 330 size 2 5/16
Plating	and found efficient?	yes	Stringers, Clamps & Shelves		Chain Locker
ks been examined internally?	Air and Sounding Pipes	"	Salting		Hawsers & Warps
ks been tested?	Doubling Plates under Sounding Pipes	yes	(State if examined.)		Standing and Running Rigging
					Sails

l 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
 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
 ey, 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 record of survey 6-48 and the notation of S.S. Galveston 6-48 subject to permanent
 repairs being effected to shell plates F 10 & 12, GA & 6 (P) G 9 & 12, H12, sheer 14 (S)
 at the first opportunity.

er Section 29) \$1900:-
 RS' SUPERVISION \$ 900:-
 e or Repair Fee (if any) \$ 267:-
 , 29) \$ 75:-
 enses (if chargeable)
 SUNDAY &
 r's Fee (if any) LATE

Fees applied for,
 July 6, 1948
 Received by me,
 19

Surveyor to Lloyd's Register of Shipping

tee's Minute NEW YORK JUL 14 1948

er Assigned 100 A 1 6-48 subject
 S.S. Gal. 6, 48

005377-005386-0294 1/2

Is Certificate required? If so, to be sent to

Lloyd's Register
 Foundation

S.S. MESA VERDE

fracture 6" long, 5 ft. from bottom. All wasted welding cleaned out, ends drilled, veed and rewelded. Tanks tested and proven tight.

Eight riveted crack arresting straps on hull bottom, sides and deck were fitted at this docking.

Bottom shell straps at 3"-4" outboard of longitudinal bulkhead (P&S) of 40.8 lb. plate x 12" wide of riveted construction, 1" dia rivets, four rows.

Side shell straps on F strake (P&S) 9" above longitudinal No. 12 J 40.8 lb. plate x 12" wide of riveted construction 1" dia. rivets, four rows.

Side shell straps on J strake (P&S) 9" above longitudinal No. 3 of 40.8 lb. plate (midship bridge section 50 lb. plate) x 12" wide 1" dia. rivets, four rows.

Deck straps at 18" outboard of longitudinal bulkhead (P&S) of 40.8 lb. plate x 12" wide of riveted construction 1" dia. rivets, four rows.

All riveting with maximum spacing of 3 3/4".

Strap Butts welded as detailed on above drawing. Deck and hull plating cut by burning at the center of each strap. Stopper holes drilled at forward and after ends of cut prior to burning. Rat holes of 2" half circles cut in each transverse web. Kingposts (P&S) deck doublers cropped and rewelded. Kingposts cut back on outboard circumference and flat section welded in. Outboard deck brackets (2) for Kingposts renewed, extending 18" outboard of original brackets. On completion of work, all tanks tested and straps proven tight.

(3) Damage: The following unknown damages recorded.

(1). Shell Plates F 10 and 12, G 4 and 6, H 4 and 6(P) G 9 and 12, H 12 and Sheer Strake No. 14(S) were found indented, and to which no repairs were made at this docking.

(2) Inboard length of Starboard anchor cable found damaged, was condemned and removed, one shot of 2 5/16" cable coupled up. Transverse bulkhead in way of bitter end of Starboard chain locker buckled. Damaged section of bulkhead cropped 4'x8' along with 4'x8' of Starboard longitudinal bulkhead, new sections of plates with doubler and one vertical angle iron stiffener (ford) welded in. Cable coupled up and replaced in locker.

W. Bloomfield

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Decks, casings, hatches with hinged lids, vents with coamings and covers air, gas and sounding pipes, plates under sounding pipes, Hydro-electric steering gear with telemotor and hand gear with its connections, pumps - W.T. doors scuppers, skylights, boats, masts with deck angles, rigging, anchors, chain cable ranges, hawsers and warps and general equipment all examined and all found or now placed in good condition.

Freeboard verified (Loadline Certificate No. 26721 expires 14th Nov. 1948).

It was 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, doubling plate welded over welding repairs to lugs. Rigging, shackles, pins and shrouds examined, found or now placed in good condition, all grounding wires reconditioned or renewed. Fathometer reconditioned by makers representative.

Chain lockers cleaned, cables cleaned, examined and recoated, 75 fathoms of new 2 5/16" stud link cable verified and coupled up, to complete eleven shots each cable. American Bureau Certificates endorsed and copies of same attached to this report as detailed below. Original certificates placed on board.

Starboard Bower anchor crown shackle pin renewed and Portside bower anchor pin hardened up. Draft marks fore and aft remeasured, corrected as found necessary and outline of figures welded on. Starboard main deck bulwark rail straightened

Foremast Starboard derrick rest faired in place. Propeller rope guard faired and rewelded in position. The following fractures were noted in way of wasted

welding in the forward transverse bulkhead of center tank No. 6, two fractures in welding 8" long and forward transverse bulkhead of Starboard wing, tank No. 5 one

When Anchors or Cables are supplied, the particulars are to be reported in the following form: (continued)
(on Rpt. 9-A attached)

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.	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 rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
PA 29869	15								C.S. Balat Anchor Philadelphia, Pa.		
29871	15								S.L. Chain & Forge 10th March, 1948		
29872	15	2 5/16							D.L. Lok. Co. Chester		
29873	15										
29874	15										
29875	15										
29876	15										
29877	15										
29878	15										
29879	15										
29880	15										
29881	15										
29882	15										
29883	15										
29884	15										
29885	15										
29886	15										
29887	15										
29888	15										
29889	15										
29890	15										
29891	15										
29892	15										
29893	15										
29894	15										
29895	15										
29896	15										
29897	15										
29898	15										
29899	15										
29900	15										

Center cargo tanks Nos. 8 and 9 ladders repaired.

Cargo vent valves and flame arrestor fittings at mast head reconditioned; 12" dia.

cargo line in No. 8 center tank, one length renewed and system tested.

Heating coils and steam smothering lines tested and renewed as found necessary.

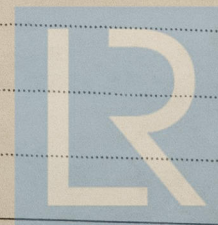
C.O.2 fire extinguishing equipment reconditioned by maker's Representative and

certified. Ventilator lifted and freed and aft pump-room exhaust ventilator

Portside 22" dia. extended 12 feet, mushroom tops replaced and extension

piece securely stayed to poop deck house.

W.B.



© 2021

Lloyd's Register Foundation

005377-005386-0294 2/2