

29 DEC 1947

pt. 2.

(Received at London Office)

No. 72358

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th Dec. 1947. When handed in at Local Office 15.12 1947 Port of GLASGOW.
 No. in Survey held at GLASGOW. Date, First Survey 22nd October Last Survey 1st December, 1947.
 g. Book. 68159 on the Wood, Iron or Steel s.s. "MESA VERDE" (No. of Visits NINE)

TONNAGE: 10640 Built at PORTLAND OR. By whom KAISER CO., INC. When 1944
 GROSS 10448 Owners BRITISH TANKER CO. LTD. Owners' Address _____
 UNDER DK. 9489 Managers _____ (If not already recorded in Appendix to Register Book).
 NET 6301 Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH Name of Dock ELDERSLIE DRY DOCK Destined Voyage _____
KING GEORGE V. DOCK
 LD Bor DBa _____ feet; uE & B _____ feet; f _____ feet
 Capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. _____ Port _____

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete 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 placement 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.

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 _____

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION - CLASSIFICATION CONTEMPLATED:

Vessel placed in drydock, bottom and rudder cleaned, examined, now satisfactory and recoated. Cargo tanks, fore and aft peak tanks and cofferdams examined internally and now satisfactory. Hold, fore and aft peak spaces, machinery spaces including in way of boilers, pump rooms fore-castle and poop spaces, decks, casings, hatchways and closing appliances, ventilators, general equipment, windlass and steering gear generally examined and found satisfactory. Anchors and cables ranged. Anchors, cables, chain locker and cable fastenings examined, and found in good condition. The particulars of anchors and cables as on the certificates on board the vessel are given on page 2. Freeboard Survey carried out and Load Liner certificate issued.

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

GENERAL CONDITION OF THE		BULKHEADS		ENGINE ROOM SKYLIGHTS		COPPER, OR Y.M.	
Deck	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	When fitted, Month _____ Year _____
Decks	do	Ceiling	not examined	Coal Bunkers, Openings, Covers, &c.	not examined	Boats	not examined
Fastenings	good in spaces	Rudder	good	Oil Bunkers	do	Masts, Yards, &c.	good
Plating	good	Steering gear	crosshead good	Cargo Hatchways	good	Condition, how ascertained	from deck
in way of sidelights	good	Windlass	good	Hatches	do	Equipment letter	GT
Beams	good	Have pumps been examined and found efficient?	not examined	Planking		Anchors, No. of	3 and 1
inals	good	Have Sluice Valves been examined and found efficient?	not examined	Caulking		Cables (State if now ranged)	Yes
ses	do	Have Watertight Doors been examined and found efficient?	not examined	Treenails		length	270 fms
do	do	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Rule length	330 size 2 1/2"
do	do	Air and Sounding Pipes	not examined	Transoms, Pointers & Crutches		Chain Locker	good
Bottom Plating	not examined	Doubling Plates under Sounding Pipes	do	Timbers of Frame at openings		Hawsers & Warps	good
Tanks been examined internally?	see rpt.			" at other places		Standing and Running Rigging	good
Tanks been tested?	No			Stringers, Clamps & Shelves			

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 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."
 The vessel so far as now seen is in an efficient condition and eligible in my opinion to have record of 100A1 - carrying petroleum in bulk (classification contemplated) and dry docking 47 and to have the notation of "Examined 12.47 (for 12 months)."

(per Sect. on 29) Gen. Exam. £ 29 : 0 : 0 Fees applied for, _____
 Repair Fee (if any) £ : : _____ 23 DEC 1947
 Expenses (if chargeable) £ : : _____ Received by me, _____
 Surveyor's Fee (if any) £ : : _____ 19 _____
 Surveyor's Minute _____
 Assigned _____
 12.47 Gls. 100A1 Carrying Petroleum in Bulk
 Examined 12.47 (Classification Contemplated)

George Sullatovic
 Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register of Shipping
 005377 - 005386 - 0294

8/ 72358.

"MESA VERDE"

The following indents were noted on shell plating. The indents are slight and do not effect the efficiency of the plates. Cargo tanks numbered from forward

SHELL: Starboard side - plating indented on 1st strake below sheerstrake in way of No.9 tank.

plating indented on 2nd strake below sheerstrake in way of No.7 tank.

Also a sharp local indent on seam of 2nd and 3rd strakes below sheerstrake in way of No.3 tank (PS)

REPAIRS: Doubling plate fitted on bulkhead between Nos.5 and 6 centre tanks in way of fracture at toe of web bracket.

Leakage between No.7 centre and No.7 starboard due to fractured welding of fore and aft bulkhead to column at fore end of tank. Original welding cut away and rewelded.

ALTERATIONS: W.T. doors on forecastle and bridge end bulkheads removed and tonnage opening cut, closed by portable steel plates with hook bolts. Access manhole cut on forecastle deck 23" x 18" manhole 9" channel closed by steel plate bolted in position.

A similar manhole fitted on poop deck in lieu of coaling ring. 2 additional rods fitted on guard rails at ship's side (P & S) Paravane bar on stem removed.

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.			
SF.4727	1st Bower	11	7	70			155	1	00	lbs.	95	-	-	Baldt.	San. Francisco 29/8/44 G.S.H.	
SF.4729	2nd "	11	7	90			155	1	00	lbs.				Baldt.	ditto	
SF.4728	3rd "	11	7	50			144	1	00	lbs.				Baldt.	ditto	
	Collective Weight	35	3	10		(315 cwt.)					276	-	-			
SF.4733	Stream Kedge	4	3	40			79	2	20	lbs.	28	-	-	Baldt.	ditto	

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

anchors 3 grades up.

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 lbs.	Breaking lbs.	Supplied lbs.	Per Rule.	Length.	Diam.				
PH.16532	270 Fathoms.	2.5/16 Ins.	303320	424630	83887		330 Fathoms.	2 5/16 Ins.	Cast steel stud link		Pittsburg 25/10/4 J. Muir	
PH.11862	Iron Stream Chain or Steel Wire		303320	424630		Swivels 4					Philadelphia 7/7/44. Joe F. Murra	

REGISTER BOOK:

Under deck tonnage: 9489

Port of Registry : LONDON.

Official No. : 181779

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.

