

29 DEC 1947

pt. 2.

(Received at London Office

No. 72358

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report **6th Dec.** 19**47**. 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**
ROSS **10448** Owners **BRITISH TANKER CO. LTD.** Owners' Address **(If not already recorded in Appendix to Register Book)**
NDER DK. **9489** Managers **-** Port belonging to **LONDON**
ET **6301**

veyed Afloat or in Dry Dock? **BOTH** Name of Dock **ELDERSLIE DRY DOCK** Destined Voyage
LD Bor DBa **feet; uE & B** **KING GEORGE V. DOCK** feet; f **feet**
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**

dical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete
d subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to
her 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.
ate also the dates and initials of any letters respecting this case.

amage 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 **-**
Society's Freeboard (if assigned) as **9** ft. **2 1/2** ins.
painted on Ship and now verified

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

AIRS, 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
forecastle 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.

RY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
tenewed ...								
temoved and Faired or Repaired								
aired or Repaired in place								

IT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
of Decks good	good	good	(State if examined) When fitted, Month Year
s do	not examined	not examined	Boats not examined
& Fastenings good in spaces	good	do	Masts, Yards, &c. good
Plating good	crosshead good	good	Condition, how ascertained from deck
in way of sidelights good	good	do	(State if wedges removed.) Equipment letter GT
good	Have pumps been examined and found effi-	Planking	Anchors, No. of 3 and 1
good	cient? not examined	Caulking	Cables (State if now ranged) Yes
good	Have Sluice Valves been examined and found	Treenails	length 270 fms mesn diamr 2.5/16"
good	efficient? not examined	Breasthooks & Stemson	Rule length 330 size 2 1/2"
do	Have Watertight Doors been examined and found	Transoms, Pointers & Crutches	Chain Locker good
do	efficient? not examined	Timbers of Frame at openings	Hawsers & Warps good
do	Have Ventilators and their Coamings been	" at other places	Standing and Running Rigging good
not examined	examined and found efficient? Yes	Stringers, Clamps & Shelves	
see rpt.	Air and Sounding Pipes not examined	Sanding	
No	Doubling Plates under Sounding Pipes do	(State if examined.)	

ral 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
vey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
s 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. c	29	: 0	: 0	Fees applied for,
age or Repair Fee (if any)	£	:	:	:	23 DEC 1947
Sec. 29)	£	:	:	:	Received by me,
expenses (if chargeable)	£	:	:	:	19
eyor's Fee (if any)	£	:	:	:	

Assigned **12.47 Gls.** **100A1 Carrying Petroleum in Bulk**
Examined 12.47 **(Classification Contemplated)**
12.47 **1306.715** **39/1/48**
Surveyor to Lloyd's Register of Shipping.
George Lullabie
Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

005377 - 005386 - 0294

"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.	lbs.		
SF.4727	1st Bower	11770	lb.					155100	lbs.			95	-		Baldt.	San. Francisco 29/8/44 G.S.H.
SF.4729	2nd "	11790	lb.					155100	lbs.						Baldt.	ditto
SF.4728	3rd "	11750	lb.					144100	lbs.						Baldt.	ditto
	Collective Weight	35310			(315 cwt.)							271	-			
SF.4733	Stream	4340	lbs.					79220	lbs.			28	-		Baldt.	ditto
	Kedge															

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

anchors 3 grades af.

CHAIN CABLES.

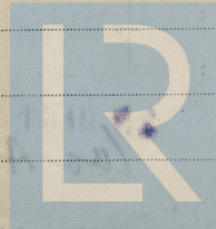
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu- tory Fathoms.	Breaking. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length.	Diam.			
PH.16532	270	2.5/16	165. ✓	165. ✓	83887		330	2 5/16	Cast steel stud link		Pittsburg 25/10/4 J. Muir
			303320n		424630						
					Swivels 4						
PH.11862			303320		424630						Philadelphia 7/7/44. Joe F. Murr
	Iron Stream Chain or Steel Wire										

REGISTER BOOK:

Under deck tonnage: 9489

Port of Registry : LONDON.

Official No. : 181779



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