

-5 MAR 1937

No. 37381

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Feb 18 1937 When handed in at Local Office Feb 20 1937 Port of New YorkNo. in
Reg. Book.Survey held at BrooklynDate, First Survey Feb 18 1937Last Survey Feb 4 1937

(No. of Visits)

52702 on the Wood, Iron or Steel

BARGE

TEXACO 171

YEAR.

MONTH.

When 1920

TONNAGE:-

GROSS 658UNDER DK. 636NET 634Built at Bath Me.By whom Texas S.S. Co.Owners The Texas Co.

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Destined Voyage

Surveyed Afloat or in Dry Dock?

Name of Dock RobinsWB=Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

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.

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.Year
Assigned
Survey
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially 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.

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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3.

Barge placed in dry dock. Bottom and rudder cleaned. Examined and recoated
Chain cables ranged. Chain locker examined
The fore and after peak tanks, fore hold, oil fuel tank, all cargo tanks, pump room
and under holds examined and found good.
The fore and after peak tanks, cargo tanks and fuel tank tested to rule requirements
and found or made tight. Examined deck, mast and rigging, windlass, jammers etc
and found good. The barge was drilled in way of No 2 cargo tank. Drilling sheet attached.

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

Breasthooks

Transoms

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have pumps now been examined and found effi-

cient?

Have Sluice Valves now been examined and found

efficient?

Have Watertight Doors now been examined and found

efficient?

Have Ventilators and their Coamings been examined

and found efficient?

Air and Sounding Pipes

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treennails

Breasthooks & Stems

Transoms Pointers, & Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps & Shells

Salting

(State if examined.)

Copper, or V.M. of Wood Vessels

(State if on left)

When put on, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

length 180 ft. mean diam. 1 1/4"

(on board)

Rule length

Hawser & Warps

Standing and Running Rigging

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24, for "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This barge is slightly in my opinion to be classed A - barge to be towed carrying
Pet. in bulk for service between Eastport Maine and Norfolk Va. with fresh record of
survey 2-37 and notation of S.S. No 3 - 2-37.

Survey Fee (per Section 29)

Fees applied for,

19

Special Damage or Repair Fee (if any)

Received by me,

19

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

See First Entry Report attached

NEW YORK FEB 24 1937



© 2020

Lloyd's Register
Foundation

008132-008145-0214