

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th May 1943 When handed in at Local Office 25th May 1943 Port of GALVESTON

No. in Reg. Book SV 52049 Survey held at BEAUMONT. Date, First Survey 17/5/43 Last Survey 19/5/1943

on the Wooden Steel NON PROP. OIL BARGE "PETROLEUM NO 4" YEAR 1926 MONTH 8

TONNAGE:— Built at Beaumont, Tex. By whom Pennsylvania Shipyards Inc

GROSS 567 (see below) Owners American Republics Corp Owners' Address Wilmington, Del.

UNDER DK. 560 Managers Pennsylvania Shipyards Inc Port belonging to Wilmington, Del.

NET 527 Surveyed Afloat or in Dry Dock? Both Name of Dock Pennsylvania Shipyards Inc Destined Voyage Gal

Cell DBor DBa _____ feet; uE&B _____ feet; f _____ feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. }
Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3651 Port Gal

(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? no

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING and SPECIAL GENERAL EXAMINATION

in lieu S.S. 2 NO 1 due 6.43 and MINOR COLL. DAMAGE

Now Done:— Vessel placed in drydock. Bottom & patent sheeps (no rudder) cleaned, examined & recoated. All cargo tanks (4 P&S) cleaned, examined internally, afterwards tested as per rules and all found tight after minor caulking of end transverse bulkheads. The forward end rake or buoyancy space and the pump room aft, cleaned, examined, and found in good condition, paintwork satisfactory. Examined decks, deck house aft, boat (1-metallic, new 1937), hatchways, hatches (Stk) & battening arrangements ventilators & coamings, air, vent & sounding pipes, hand windlass and all found in good condition. (See Contn.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracker Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	<u>1 pt</u>	<u>3 pt</u>	—	—	—	—	<u>1 pt</u>	
Removed and Faired or Repaired	—	—	—	—	—	—	—	
Faired or Repaired in place	—	—	—	—	—	—	—	

PRESENT CONDITION OF THE		Pump		Copper, or Y.M.	
Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.)	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>"</u>			
Beams & Fastenings <u>"</u>	Rudder <u>Sheeps Good</u>	Scuppers <u>Good</u>	Boat <u>one - Good</u>		
Outside Plating <u>"</u>	Steering gear and its connections <u>none</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>none</u>		
" " in way of sidelights <u>✓</u>	Windlass <u>hand, Good.</u>	Hatches <u>"</u>	Condition, how ascertained (State if wedges removed.) <u>✓</u>		
Frames <u>Side, Trans, Good</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>"</u>	Equipment letter <u>✓</u>		
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>Deck House WT. class - Good</u>	Caulking <u>"</u>	Anchors, No. of <u>1 B.</u>		
Longitudinals <u>bat & dk. Good</u>	Have Watertight Doors been examined and found efficient? <u>none</u>	Treenails <u>"</u>	Cables (State if now ranged.) <u>no</u>		
Transverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>none</u>	Breasthooks & Stemson <u>"</u>	" length mean diam (on board) <u>slatted A-</u>		
Floors <u>cross</u>	Have the Tanks been examined internally? <u>Yes</u>	Transoms, Pointers & Crutches <u>"</u>	" Rule length <u>size</u>		
Keelsons <u>Bracing in Good</u>	Have the Tanks been tested? <u>Yes</u>	Timbers of Frame at openings <u>"</u>	Chain Locker <u>✓</u>		
Stringers <u>ripes Good</u>	Doubling Plates under Sounding Pipes <u>✓</u>	" " at other places <u>"</u>	Hawsers & Warps <u>✓</u>		
Inner Bottom Plating <u>none</u>		Stringers, Clamps & Shelves <u>"</u>	Standing and Running Rigging <u>✓</u>		
Salting (State if examined.) <u>✓</u>			Sails <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."

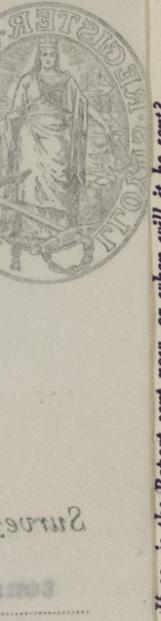
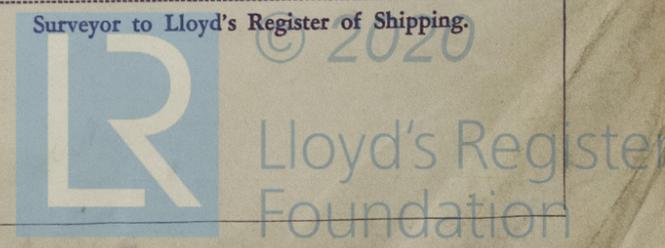
This vessel is, in my opinion, in a fit condition to remain as classed for a period of two (2) years and to have notations now of "DOCKING DATE 5.43" and "EXAMINED, GAL-5.43 (valid for two year period). Amend in Register Book - Gross Tonnage 556.

Survey Fee (per Section 29) <u>Gen Exam £100.00</u>	Fees applied for, <u>20/5/43 WTC</u>
Special Damage or Repair Fee (if any) (per Sec. 29) _____	Received by me, <u>Wm Rennie</u>
Travelling Expenses (if chargeable) <u>14.50</u>	_____
Second Surveyor's Fee (if any) _____	_____

Committee's Minute _____

Character Assigned A - barge for being towed carrying Petroleum in bulk.

Modified S.S. ~~52049~~ 5,43. GAL.



Vertical text on the left margin: "If so, is the Report sent now, or when will it be sent?"

Vertical text on the right margin: "Is Certificate required? If so, to be sent to 009200-009210-0066 1/2"

Vertical text at the bottom left: "PRINTED IN U.S.A. (The Surveyors are responsible for the space for Committee's Minutes.)"

Port of GALVESTON

Continuation of Report No. 4397

dated

25th May 43.

on the

"PETROLEUM N^o 4"

Note It was stated that the bilge strake of plating on port & starb side respectively was found somewhat corroded and thin at the turn of bilge and about 18 months ago continuous doublings, electrically welded were fitted to the bilge strake for the full length of the cargo tanks and extending into the end buoyancy spaces. The doublings are fitted about ten inches (10") below the upper seam of the bilge strake and overlapping by several inches the seam at bilge and adjacent bottom strake (C).

Repairs examined and found satisfactory.

Repairs W & TPort Side

C Strake bottom plating, doublings fitted adjacent to lower edge of above bilge strake doublings, viz:.

Forward 1- 5/16" x 12" x 5'-0". Aft 1- 5/16" x 20" x 10'-0".

Starboard aft 1- 5/16" x 31" x 5'-0" and 1- 5/16" x 31" x 5'-0".

A few scattered shell rivets spot welded.

Minor caulking to end transverse bulkheads.

The following damage repairs effected in consequence of collision with a tug, further particulars not stated.

Damage Repairs.

Port side aft in way of N^o 4 cargo tanks

- (1 pt.)

Main sheer strake - 1 plate cropped & part renewed. (1 pt.)

Upp. deck stinger - 1 " " " " (3 pt.)

Side frames - 3 cropped & part renewed. 3 brackets renewed.

Deck stinger bar & side guard in way cropped & part

All repairs tested & proven tight upon completion.

Cert B issued, copy herewith

Register Book Correction

W.R.

Amend Gross Tonnage to read 556, as per Certificate on board issued by U.S. Department of Commerce.