

REC'D NEW YORK DEC 13 1962

8 - JUN 1964

Ship's Name SS/MS Barge "CTCO-176"  
ex "TEXACO-396"

Gross tons 895

Is there a rpt. 9? No

Port New Orleans

Rpt. No. 10,405

No. of visits 7

First date 13 Aug.

Last date 23 Nov. 1962

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith?

Last rpt. (H.Q. only)

Date of completing rpt. 5 Dec.

Surveyed at, if different from Port above

Gretna, La.

Surveyed afloat and/or in D.D. Both

Last date of examination in D.D.

14 Aug. 1962

Has a Load Line Survey been held? Yes

Freeboard Marks verified

Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (P.S.) & (Dr.)

Survey fees \$500.00

Damage fee

Expenses \$80.00

S.A. fee

I have surveyed the above ship in accordance with the Rules for Special Survey D. and drydocking.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend that this ship remain as classed with ~~without~~ fresh record of dry docking 8-62 and notation of S.S.(Dr) 10,62

470

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

NE.

JUN 4

1964

Minute

See Nos 109/14

ALSO FOR
SPL FOR
TRO
SRL ✓
POSTING
HEADER
CERT

David Deets  
Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

Rpt. 8 (P.S.) TANKER

Ship's Name ~~SSMS~~ Barge "CTCO -176"  
 ex "TEXACO 396" Port NEW ORLEANS

REC'D NEW YORK 556 13 1957  
 S.S. ( D ) Due  
 Rpt. No. 10,405

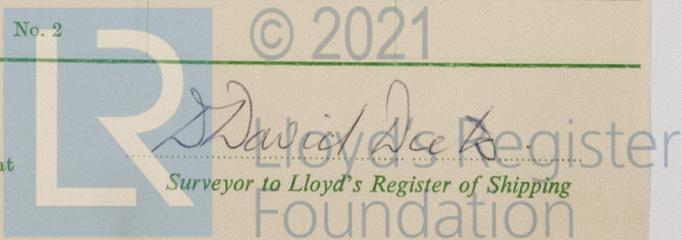
<u>Examined &amp; condition</u>		<u>Examined &amp; condition</u>	
In dry dock from	13 Aug.	* Hatchways	Good
" " " to	14 Aug.	* Ventilators	-
Shell plating	Good	* Air & sounding pipes	-
Sternframe	-	Doublers under sounding pipes	-
Rudder	-	Steering arrangements (main)	-
Was rudder lifted?	-	" " (aux)	-
Plating, etc. in way of shell openings	-	Windlass	Good
Side scuttles & deadlights	-	Masts & rigging	-
Overbd. scuppers & discharges	-	Hand pumps & suction	-
Hold	-	W.T. doors	-
F.P. spaces	Good	Bulwarks, freeing ports, etc.	-
Chain locker	Good	Summer freeboard as verified	2'- 11-1/2" ✓
A.P. spaces	Good	<u>EQUIPMENT:</u>	
Engine space	-	Equipment letter	
Boiler space	-	Anchors: No. on board	2
Under E. & B.	-	Cables {	State if ranged Yes
Coal bunker	-		Length on board 120 fthms. ✓
Tunnel & well	-		Mean dias. range from 7/8" to 15/16"
Cement, asphalt, etc., on btm. shell	-		Rule length - Dia. -
Weather decks	Good	Mooring ropes	
* Casings	Good	Other items:	
* Deckhouses	Good		
* Superstructures	-		
* Skylights	Good		
* Companionways	Good		

EXAMINED & CONDITION		TANKS	TESTED & CONDITION	
PORT	STARBOARD		PORT	STARBOARD
		F.P. Tank		
		A.P. Tank		
		Deep Tank No. 1		
		" " No. 2		

For other tanks see overleaf

\* These items to include their closing appliances

Where a part Special Survey and, say, dry docking Survey are held at the same time, the items for SS should be marked "For SS".



EXAMINED & CONDITION

TESTED & CONDITION

EXAMINED & CONDITION				TANKS	TESTED & CONDITION				
Port	Port Ctre.	Stbd. Ctre.	Starboard		Port	Port Ctre.	Stbd. Ctre.	Starboard	
Good			Good	No. 1 Cargo tank	Good			Good	
Good			Good	" 2 " "	Good			Good	
Good			Good	" 3 " "	Good			Good	
Good			Good	" 4 " "	Good			Good	
Good			Good	" 5 " "	Good			Good	
				" 6 " "					
				" 7 " "					
				" 8 " "					
				" 9 " "					
				" 10 " "					
				" 11 " "					
				" 12 " "					
				Pump room forward					
				" " amidships					
				" " aft					
				Cofferdams					
Good			Good	Structure around cargo suction pipe strums					
				O.F. bunkers					
				Settling tanks					
				D.B. tanks					
				D.B. cofferdams					
				Other items					



Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other approved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

If plating is not fitted in longitudinal strakes the arrangement should be shown on a sketch and position of gaugings indicated.

**SHELL PLATING**—exact frame stations of gaugings to be stated

STRAKE		FORWARD— <del>XXXXXXXX</del>					AFT— <del>XXXXXXXX</del>					REMARKS
Position	Letter	Original Thickness	Thickness by gauging		Diminution if any		Original Thickness	Thickness by gauging		Diminution if any		
			Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd	
Bridge sheerstrake			Tank No. 1					Tank No. 5				
Bridge strake below												
Sheerstrake		.500	.462	.490	.038	.010	.50	.455	.425	.045	.075	TOP SIDES 14% BOTTOM 12%
1st strake below	BIDGE	.500	.430	.435	.070	.065	.50	.490	.450	.010	.050	
2nd " "		1.99		.430								
3rd " "		2.99		2.100								
4th " "				2.965								
5th " "												
6th " "												
7th " "												DR 4 yd
8th " "												RSP
9th " "												2/7/64
10th " "												
11th " "												
12th " "												

**STRENGTH DECK**—exact frame stations of gaugings to be stated

Stringer Plate	.375	462	490	006	006	375	455	425	028	066	
1st strake inboard	.312	342	334	-	-	312	283	305	029	007	
2nd " "	.312	256	284	056	028	312	270	263	042	049	
3rd " "	.312	1429	1429				1355	1302			
4th " "	.312	2.408	2.408				1322	2.657			
5th " "	.300	2.9									
6th " "											
	2.686	2.622 = 20%					2.686	2.387 = 10%			

