

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 28<sup>th</sup> Jan. 1937. When handed in at Local Office 29<sup>th</sup> Jan. 1937. Port of NEW YORK.No. in  
Reg. Book.

Survey held at NEW YORK

Date, First Survey 23/1/37 Last Survey 27/1/ 1937

on the ~~Wood, Iron or Steel~~ NON-PROPELLED BARGE "TEXACO 396"

## TONNAGE:-

GROSS 895.75

UNDER DECK 886.16

NET 886.06

Built at Beaumont, Texas. By whom Pennsylvania Shipyard When 1936.

Owners The Texas Company

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to Wilmington, Del.

Managers

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Robbins Dry Dock Destined Voyage

WB=CellDBorDBa 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.

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

Report not required.

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

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, DOCKING and DAMAGE

Now done for Classification Survey (See Also Rpt. 1, attached herewith).

Vessel placed in dry dock. Bottom cleaned, examined & renovated. All cargo tanks, and the after cofferdam, cleaned & examined internally, tested as per rule requirements and found or made tight. Peaks, pump rooms, deck & casings, boat, cargo hatchways, covers and fastenings, ventilators & coamings, land windlass, and ave & sounding pipes examined and all found in good condition. Elect. welding examined & tested (See Rpt. 1). The scantlings verified and found to be in accordance with the approved plans. The materials employed and the (See Contn.)

## SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	1 ft.							minor repairs to
Removed and Paired or Repaired								shell welding
Paired or Repaired in place	15							

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good
Caulking of Decks	✓	State if Tanks now tested	Yes	Dblg. Plates under Sounding Pipes	Good	(State if on Belt)	Good
Coamings	✓	Bulkheads	Good	Engine Room Skylights	Good	When put on, Month	Year
Beams & Fastenings	✓	Ceiling	none	Coal Bunkers, Open'gs, Lids, &c.	✓	Boats (one) wood	Good
Outside Plating	Good	Cement or Asphalt	none	Oil Bunkers	✓	Masts, Yards, &c.	none
" " in way of sidelights	✓	(State which.)	none	Scuppers	✓	Condition, how ascertained	none
Breasthook	Good	Rudder	none	Cargo Hatchways	Good	(State if wedges removed)	✓
Transoms	at rakes	Steering gear and its connections	none	Hatches (etc.)	"	Sails	✓
Frames	✓	Windlass	Good	Planking of Wood Vessels	✓	Equipment letter	✓
Reverse Frames	✓	Have pumps now been examined and found efficient?	✓	Caulking	ditto	Anchors, No. of	26
Longitudinals	Good	Have Sluice Valves now been examined and found efficient?	✓	Treenails	ditto	Chain Locker	Good
Transverses	"	Have Watertight Doors now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	✓	Transoms Pointers, & Crutches	ditto	" length	90 ft
Keelsons	✓			Timbers of Frame at openings	ditto	" Rule length	15/6
Stringers	✓			Ditto Ditto at other places	ditto	" size	15/6
Inner Bottom Plating	✓			Stringers, Clamps & Shells	ditto	Hawser & Warps	Sufficient
				Salting	ditto	Standing and Running Rigging	✓
				(State if examined.)			

## General Observations, Opinion as to Class, Recommendation, &amp;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," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in a good & efficient condition, and eligible in my opinion to be classed R- "Barge to be towed for service between Eastport, Me. and Norfolk, Va." and to have record of survey 1,37, and notation of P.S. (N.Y.) No. 3-1,37.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £ \$60

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

FEB 1 1937

Received by me,

24-2 37

1937

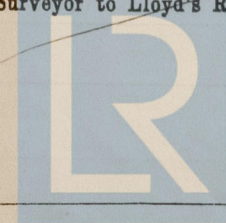
L. M. Rennie

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned See First Entry Report attached

NEW YORK FEB 10 1937

Lloyd's Register  
Foundation

## "TEXACO 396"

Now Done (Contd).

workmanship are good, and to my satisfaction.

The following damage repairs have now been effected.

- (1) Damage stated to be due to collision with Barge Coastwise N<sup>o</sup> 1 & 2 while in tow of "Rea Powers" at New York on May 14<sup>th</sup> 1936.

Port - Sheerstrake plates E 2 & 3, released at butt, faired in place & straps rewelded — — — (2)

- (2) Damage stated to be due to collision with North Shore, New York State Canal, near Pittsford on June 29<sup>th</sup> 1936.

Starb - Shell plate C 2 - partly released, faired in place & butt welding made good — — — (1)

- (3) Damage stated to be due to Grounding in New York State Barge Canal, about 2 miles west of Lock N<sup>o</sup> 23 on Sept. 2<sup>nd</sup> 1936.

Starb - Shell plates A 4 & 5, B 3, 4, 5, 6, 7 & 8, C 3 partly released as necessary, faired in place and welding in way made good — — — (3)

P & S. Res. - 1 Skeg. brace, removed, faired & refitted.

- (4) Damage stated to be due to collision with Quay wall, whilst approaching Lock 24, on Sept. 5<sup>th</sup> 1936.

Starb - Shell plate C 1, released & faired in place — (1)

- (5) Damage stated to be due to collision with Barge "Moriani Kelly", at entrance of Lock 28 A, in the New York State Barge Canal on the 16<sup>th</sup> Sept. 1936.

Port - Shell plate D 1 - faired in place — — — (1)

- (6) <sup>20</sup> Damage stated to be due to collision with buttment of bridge at Schenectady on Oct. 26<sup>th</sup> 1936.

Port - Shell plate C 1 - Cropped & after end part renewed (Pl. 1)

" " C 2 - faired in place — — — (1)

" " C 3 - after butt vee'd out & rewelded.

On completion of repairs, tanks satisfactorily tested.

lit.