

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

Date of writing Report 29<sup>th</sup> May 40 When handed in at Local Office 29<sup>th</sup> May 40 Port of GALVESTON, TEXAS. BAY No. .....  
No. in Survey held at Houston & Galveston, Tex. Date, First Survey 1/5/ Last Survey 14/5/ 19 40.  
Reg. Book. 27991 on the T.S. M/V "KROSSFONN" (No. of Visits 8)

TONNAGE: 9323 Built at Odense By whom Odense Staalskibsvftved A P When 1935 MONTH. 8  
GROSS 9323 Owners Skibsaktieselsk. "Dalfonn" Owners' Address Molier.  
UNDER DEK. 8649 Managers Signal Bergesen Port belonging to Stavanger  
NET 5550 TODD GALV DEY DK.

Surveyed Afloat or in Dry Dock? Both Name of Dock Shell Ref. Dock, Houston. Destined Voyage Bolivar Roads, Galv.  
WB=Cell DBor DBa feet; uE&B feet; f feet feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 2016 Port KGN.

(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 Yes, I am.

Rpt. issued, copy herewith Was a damage report made by anyone else? If so, by whom? Yes, C. H. H. H.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and Damage.

- Damage stated to be due to the following.
- (1) Collision with the S/S. Marija Racie, at Dakar Bay, on 4<sup>th</sup> October 1939.
  - (2) Grounding at Saint Nazaire Roads, 28<sup>th</sup> January 1940, during a ballast voyage from Douges, France.
  - (3) Encountering heavy weather on various dates, January & February 1940, during a ballast voyage from Douges, France to Panama.
  - (4) Damage to wood motorboat on fore Deck, stated sustained 22<sup>nd</sup> January, 1940, voyage Libertad to Douges (See Contn.).

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Decks	Other Items
Renewed	1							Repairs to Guard rails, rudder, bulkheads, etc., as per rpt.
Removed and Paired or Repaired	2							
Paired or Repaired in place								
PRESENT CONDITION OF THE								
Keels	Good	State if Tanks have been examined inside	partly seen	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels (State if on Bolt)	When put on, Month	Year
Walking of Decks	"	State if Tanks now tested	May 1939	Dbing. Plates under Sounding Pipes	Good	Boats	Good	
Hamings	"	Bulkheads	per rpt. Good	Engine Room Skylights	Good	Masts, Yards, &c.	"	
Hamings & Fastenings	"	Ceiling	—	Coal Bunkers, Open'gs, Lids, &c.	—	Condition, how ascertained	from DK	
Outside Plating	"	Cement or Asphalt (State which)	Good (on Dry Dock)	Oil Bunkers	Good	(State if wedges removed)	—	
" in way of sidelights	—	Rudder	—	Scuppers	—	Sails	—	
Easthooks	—	Steering gear and its connections	Good	Cargo Hatchways	—	Equipment letter	3/3, 1/5.	
Wansons	—	Windlass	—	Hatches	—	Anchors, No. of	—	
Wansons	—	Have pumps now been examined and found efficient?	—	Planking of Wood Vessels	—	Chain Locker	—	
Wansons	—	Have Sluice Valves now been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	no	
Wansons	—	Have Watertight Doors now been examined and found efficient?	—	Treenails	—	length (on board)	Stated	
Wansons	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	—	Rule length	Sufficient	
Wansons	—			Transoms Pointers, & Crutches	—	Hawser & Warps	Good	
Wansons	—			Timbers of Frame at openings	—	Standing and Running Rigging	Good	
Wansons	—			Ditto Ditto at other places	—			
Wansons	—			Stringers, Clamps & Shells	—			
Wansons	—			Salting	—			

## 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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24."

This vessel, so far as now seen, is in a good & efficient condition & eligible in my opinion to remain as classed with fresh record of Survey, 5, 40. Subject to the vessel being tipped by the head after discharge of the present cargo at Douges, France, and the rudder further examined.

Fee (per Section 20) £ 115.00  
Damage or Repair Fee (if any) £ 10.50  
Ling Expenses (if chargeable) £ 10.00  
Surveyor's Fee (if any) £ 23/5/  
Fees applied for, 9/5/ 1940  
Received by me, W.R.  
15/5/ 1940  
23/5/  
W.R. Rennie  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 5 - 1940

Character Assigned Deferred for Comp SS No 1



"M/V. KROSSFONN."

Also subsequent to above examination in dry dock  
on account of foregoing damages

(5) Damage stated to be due to the rudder fouling the Bank in the Houston Ship Channel whilst manoeuvring from the Galena Dock, with two tugs in attendance, about 6-30 am, 12<sup>th</sup> May 1940, fully loaded, outward bound for Douges, France.

Now Done :- Vessel placed in dry dock. Bottom & under, cleaned scanned & recoated & the following damage repairs effected.

Damage No. 1 (Collision)

Starboard Quarter,

Poop sheer stroke, - Plates nos 3 & 4 (from aft) partly released, heated & faired in place - (2) Half round moulding, cropped, removed, faired & refitted.

Poop Deck gunwale bar, cropped & part renewed  
Deck stringer plate - faired in place - (1)  
Deck foundation bracket for one mooring  
lead renewed.

Guard rails laid & repaired

Boat Deck curtain plate, removed,  
faired & refitted.

Roof Space - wood lining in way of one  
cabin removed, partly, for access & refitted.  
Repairs satisfactorily hose tested upon  
completion.

Damage N.º 2 (Grounding)

No damage was found to have been sustained to the bottom in consequence of the stated grounding.

Damage no 3, (Heavy weather)

Port side (in way of No 2 wing Cargo tank)  
Bilge Strake, Shell plate E 5, (fractured  
transversely about 50" long & temporarily  
repaired previously by means of a large  
cement block) - renewed - - - (1)

Rudder, Stream line plating (vertical  
reveling of after beam slack) - 42 rivets renewed.

Bulkheads; minor caulking of rivets and seams as per damage report (See Contn.).

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]



"M/V. KROSSFONN."Damage No. 3 (Could).

Cargo piping - 3 expansion joints repacked.  
All repairs tested & found light.

Damage No. 4 (Damage to wood motor boat)

This wood motor boat is additional to vessels equipment of lifeboats. It was found so badly damaged that arrangements have been made to renew same at some convenient opportunity.

Also generally examined weather decks & casings, hatchways, hatches, ventilators & coamings, etc., & all found in good condition.

Note The master stated that the Special Survey No. 1 (due 8.39) has been completed, and the Secretary's letter H, 11<sup>th</sup> April 1940, did not refer to the entry in the Special Reasons List - "No. 1 partly held".

Damage No. 5 (Rudder fouling the bank)

This casualty occurred subsequent to the above examination in dry dock, and with the vessel fully loaded.

The rudder was hard to Starboard whilst manoeuvring from the Slip into the Houston Ship Channel and when fouling the Bank jammed the quadrant hard up against the quadrant stopper on the port side, crushing the wood face block & <sup>bending the</sup> vertical face angles & channel of the deck stopper.

The rudder was released with the hand gear and afterwards well tested under working conditions with the power steering gear and all found in order, working smoothly & quadrant central with helmman wheel.

After recommending that vessel proceed from Houston accompanied by two tugs to Galveston, and steering gear reported working satisfactorily, an underwater examination was made by a diver W. J. Redman, who reported that so far as could be seen, the rudder, stern frame, gudgeons, pintles, etc all in order, except the two lower stream line plates which were found adrift at attachment in way of mainpiece. In my opinion the rudder is in a safe working condition. Subject as recommended.

Forwarded Herewith. 2 Copies Cert B, dated 8<sup>th</sup> May 40

2 " " " " " " 16<sup>th</sup> " " "

1 copy. Rpt 10. " " " "

1 copy. diver report " " " "