

COPY.

Clond's Register of Shipping.



Port Galveston, Texas.

May 8, 1940.

This is to Certify that

WILLIAM BENNIE

the undersigned Surveyor to this Society did at the request of the Owners, Survey the Steel Twin Screw Tanker,

M/T "KROSSPONN", 9323 tons gross of Stavanger,

for examination and repairs effected stated to be due to the following:

1. Damage by Collision with the S/S "Marija Racic" at Dakar Bay, on the 4th October, 1939.
2. Stated Grounding at Saint Nazaire, Roads, 28th January, 1940, during a ballast voyage from Donges, France.
3. Encountering heavy weather on various dates, January and February, 1940, during a ballast voyage from Donges, France, to Panama.
4. Damage to wood motorboat on Fore deck stated sustained 22nd January, 1940, voyage La Libertad to Donges.

The Undersigned visited this vessel on Dry dock and afloat at Todd Galveston Dry Docks, Inc., on the 1st May, 1940, and subsequent dates and I found damage and recommended repairs as follows:

Also attending the Survey

Mr. C. M. Hvam, Surveyor for Norwegian Underwriters.

FOUND

No.1 Damage, Collision
Starboard Quarter, Poop
sheer strake plates Nos.
3 & 4 (from aft) bent over
sharply above poop deck.

RECOMMENDED

To be partly released, heated and
faired in place. Half round moulding
at upper edge of plating to be cropped
removed faired and refitted.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

FOUND

RECOMMENDED

No.1 Damage, (Contd.)

Poop Deck gunwale bar buckled.

To be cropped, partly renewed, and electrically welded at butts.

Deck stringer plate buckled for approx. six feet.

To be heated and faired in place.

Deck foundation bracket for one mooring lead badly buckled.

To be refitted and deck foundation renewed.

Poop Deck guard Rails
(Alternate Stanchions attached to boat deck and three tiers of rails). Five (5) stanchions and rails bent.

To be faired and repaired.

Boat Deck, curtain plate buckled for approx 20 ft.

To be removed, faired and refitted.

Poop Space.

One cabin in way of the repairs, wood lining at ship's side and underside of poop deck.

Wood lining in way of one cabin to be removed for access and afterwards refitted.
Scaffolding to be erected as required and all new and disturbed work to be recoated as formerly and all repairs proven tight upon completion.

No.2 Damage, Grounding.

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

Vessel to be placed in drydock and cleaned for examination. All tanks and compartments (steamed and cleaned by Owners) to be certified gas free.

Main Engine

Circulating line, two (2) six inch gate valves leaking.

Overhaul, reface seats, renew nuts and spindles.

One (1) 2½" gate valve leaking.

Overhaul, reface seats, renew disc and spindle.

Main Engines.

Starboard No.7 cylinder, was found badly leaking at the lower end of the water jacket in way of the rubber sealing ring, and owing to consequential grooving and corrosion of the liner could not be satisfactorily repaired. The cylinder assembly unit has now been removed and conveyed to the shop, the cover ground into a spare liner, a spare cylinder water jacket fitted and the reconditioned unit placed in the fore hold as spare. A complete new spare, cylinder assembly, comprising, cover, liner and water jacket removed from the fore hold and satisfactorily installed at Starboard No.7 engine. Side connecting bolt holes rimmed and new bolts fitted.



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Lloyd's Register
Foundation

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FOUNDRECOMMENDED

Port No.3 cylinder, was opened up for examination, and although not leaking, the cylinder cover was found to be fractured on the underside, about six inches long, at the radius of curvature well, clear of the valve pockets. The cylinder unit has now been replaced by a complete spare unit from the fore hold, comprising a new liner and jacket and a previously used cover in good condition. Side connecting bolt holes rammed, new bolts fitted, and all satisfactorily coupled up.

Note:- All above mentioned spare parts furnished by Owners and were stowed in fore hold.

Port Nos.3 & 5, Starb. No.1 : The white metal of the bottom end crown brass was found cracked and broken, and have now been retalled and bored out to suit - (stated attributable to heavy weather)

No.3 Damage, Heavy weatherFOUNDRECOMMENDED

Proportion of drydock charges & gas free certificate to effect repairs.

Port Side (in way of No.2 wing cargo tank)

Bilge Strake, shell plate E 5, fractured transversely about fifty inches long, and temporarily repaired previously by means of a large cement box.

To be renewed. (approx 7/8"x 83"x 23'-0" shaped plate)

Rudder

Wheam line plating, vertical riveting of after seam slack.

Forty-two (42) rivets to be renewed

Bulkheads

The following reported slightly leaking.

Between No.10 centre tank and after cofferdam.

Rivets and seams to be caulked, overhauled and made good.

Between No.1 centre tank and No.1 cofferdam.

Furnish scaffolding as required.

Between No.6 port and Starb. wing tank and after cofferdam.

Between No.4 and 5 port wing tank.

Cargo piping.

Expansion joints leaking in way of No.5, port, Starboard and centre tanks respectively.

Three (3) joints to be repacked.

The foregoing recommendations were made in order that this vessel might be restored to the same good and efficient condition as prior to the alleged damages sustained and have been completed to my satisfaction.

No.4 Damage to wood motorboat.

The wood planking, frames, keel, etc., were found so badly split and broken that it was not considered advisable or expedient to repair same.

This report is made without prejudice as to underwriters liability.

Surveyor to Lloyd's Register. *Wm. Renne*