

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London  
8 JUN 1964

Ship's Name ~~SS~~ "BARGE "C. T. C. O. 177"  
(ex-TEXACO 398) Gross tons 895

Is there a rpt. 9? No Port NEW ORLEANS Rpt. No. 10,535

No. of visits 5 First date 3 Jan. Last date 13 January, 1963

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) 14145 Jan

Date of completing rpt. 24 April Surveied at, if different from Port above Houma, La.

Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 3 Jan. 1963

Has a Load Line Survey been held? Yes Freeboard Marks verified Yes

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

Survey fees \$500.00 Damage fee Expenses S.A. fee ∞

I have surveyed the above ship in accordance with the Rules for Special Survey<sup>D</sup> and Drydocking<sub>L</sub>

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 1,63 and  
SS (Dr) 3,63 (4 YRS.)

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

*D. David Dick*  
D. David Dick

Surveyor to Lloyd's Register of Shipping

Date of Committee 1 NEW YORK JUN 4 1964

Minute

See Hqs 10917

ALSO FOR
SPL FOR
TRO
SRL ✓
POSTING
HEADER
CERT

Lloyd's Register Foundation

012925-012932-0022'3

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 ~~SS TEXACO~~ Barge "C.T.CO. 177"  
(ex-TEXACO -398)

S.S. ( ) Due

Port NEW ORLEANS

Rpt. No. 10,535

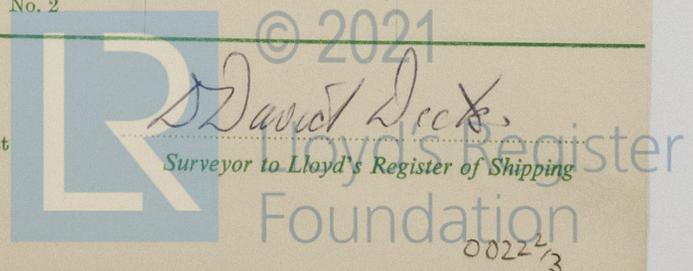
		<u>Examined &amp; condition</u>			<u>Examined &amp; condition</u>	
In dry dock from	31-12-62		* Hatchways	Good	✓	
" " " to	10-1-63		* Ventilators	-		
Shell plating	Good	✓	* Air & sounding pipes	-		
Sternframe	-		Doublers under sounding pipes	-		
Rudder	-		Steering arrangements (main)	-		
Was rudder lifted?	-		" " (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	-		1 - 750 lbs.			
Under E. & B.	-		Anchors: No. on board	1 - 850 lbs.		
Coal bunker	-		Cables {	State if ranged		
Tunnel & well	-			Length on board	100 fthm.	✓
Cement, asphalt, etc., on btm. shell	-			Mean dias. range from	7/8" ✓ to 7/8" ✓	
Weather decks	Good	✓		Rule length	Dia.	
* Casings	Good	✓	Mooring ropes			
* Deckhouses	Good	✓	Other items:			
* 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".





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	Position	Letter	FORWARD—FRAME Nos.				AFT—FRAME Nos.				REMARKS		
			Original Thick-ness	Thickness by gauging		Diminution if any		Original Thick-ness	Thickness by gauging			Diminution if any	
				Port	Stbd	Port	Stbd		Port	Stbd		Port	Stbd
Bridge sheerstrake			TANK				NO. 1						
Bridge strake below			TANK				NO. 5						
Sheerstrake			.50	.47	.43	.03	.07	.50	.50	.42	0	.08	TOP SIDES 14% BOTTOM 12%
1st strake below		m/ye	.50	.36	.38	.14	.12	.50	.38	.38	.12	.12	
Bottom Outer			.375	.375	.310	0	.065	.375	.33	.32	.045	.055	
Bottom Inner			.375	.360	.320	.015	.055	.375	.33	.375	.045	0	
Bottom C.L.			.438	.380	-	.058	-	.438	.38	-	.058	-	
5th			1.25x2	1.48	1.01			1.42	1.08				
6th			2.50					2.50					
7th			2.94	2.49									DR 4 yrs only
8th				15.4%									Refer to yk Reinforcement
9th													dated 3-6-64
10th													re strength of vessel adequate for intended service
11th													
12th													

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

Stringer Plate			.50	.47	.43			.50	.42					
1st strake inboard			.312	.28	.27	.032	.042	.312	.29	.27	.022	.042		
C.L.			.312	.28	-	.032	-	.312	.312	-	0	-		
3rd			1.19x2	1.35	1.02			1.41	1.00					
4th			2.38	2.31				2.41						
5th			2.59	2.37										
6th				12%				10.5%						

RSP  
22/10/64

