

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28th Jan. 1937. When handed in at Local Office 29th Jan. 1937. Port of NEW YORK

No. in Reg. Book. Survey held at New Lock. Date, First Survey 23/1/37 Last Survey 27/1/1937

on the ~~Wood, Iron or Steel~~ NON PROPELLED BARGE, TEXACO 398

TONNAGE: GROSS 895.75, UNDER DECK 886.16, NET 886.00. Built at Beaumont Texas By whom Pennsylvania Shipyard when 1936. Owners The Local Company. Managers. Owners' Address. Port belonging to Wilmington, Del.

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.

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

Table with columns: CHARACTER, Date of last Survey and of Periodical Surveys, Year, Month, Machinery and Boiler Surveys (including date of N.B., if any).

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Les, Dge.

report not required. Was a damage report made by anyone else? If so, by whom? Les, Underwriters Luv.

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 and recoated. All cargo tanks and the after cofferdam cleaned, examined internally, tested as per rule requirements, and found or made tight. Peaps, pump room, deck & casings, boat cargo hatchways, covers & fastenings, ventilators & coamings, Land windball and Ave & sounding pipes examined and all found in good condition. The electric arc welding (See Rpt. 1) carefully examined, hammer tested, and found in order. The scantlings verified and found to be in accordance (See Contn)

SUMMARY OF DAMAGE REPAIRS: Renewed, Removed and Faired or Repaired, Faired or Repaired in place. Shell Plates, Frames, R. Frames, Floors, Beams, Str. Plates, Dk. Plates, Other Items.

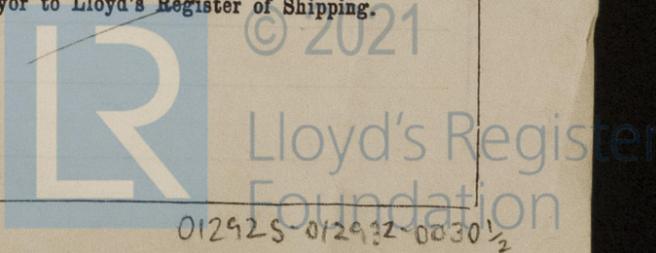
PRESENT CONDITION OF THE: Decks, Caulking of Decks, Coamings, Beams & Fastenings, Outside Plating, Breasthooks, Transoms, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating. State if Tanks have been examined inside, State if Tanks now tested, Bulkheads, Ceiling, Cement or Asphalt, Rudder, Steering gear and its connections, Windlass, Have pumps now been examined and found efficient?, Have Sluice Valves now been examined and found efficient?, Have Watertight Doors now been examined and found efficient?, Have Ventilators and their Coamings been examined and found efficient?, Air and Sounding Pipes, Dblng. Plates under Sounding Pipes, Engine Room Skylights, Coal Bunkers, Open'gs, Lids, &c., Oil Bunkers, Scuppers, Cargo Hatchways, Hatches, Planking of Wood Vessels, Caulking, Treenails, Breasthooks & Stemson, Transoms Pointers, & Crutches ditto, Timbers of Frame at openings ditto, Ditto Ditto at other places ditto, Stringers, Clamps & Sheifs ditto, Salting (State if examined.), Copper, or Y.M. of Wood Vessels, Boats, Masts, Yards, &c., Condition, how ascertained, Sails, Equipment letter, Anchors, No. of, Chain Locker, Cables, Hawser & Warps, Standing and Running Rigging.

General Observations, Opinion as to Class, Recommendation, &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 pND24, &c."

This vessel is now in a good and efficient condition, and eligible in my opinion to be classed A- "Barge to be towed" for "Service between Eastport, Me, and Norfolk Va." and to have record of Survey 1,37, and notation of S.S. (N.Y.R.) 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, Wm Renne, Surveyor to Lloyd's Register of Shipping.

Committee's Minute, Character Assigned See First Entry Report attached.



"TEXACO 398"Now Done (Contd.)

with the approved plans. The materials employed and the workmanship are good and to my satisfaction.

The following damage repairs have now been effected.

(1) Damage stated to be due to grounding in the New York State Barge Canal, about 4 miles east of Lock No. 19, on Sept. 18th, 1936.

Port. Shell plate B6+8 - faired in place, and electric welding in way made good - (2)

Starb. - Shell plate C13 - faired in place - - (1)

(2) Damage stated to be due to collision with "Red Jacket", enroute Tonawanda to Albany, between Lock 8+9, on Oct. 15th 1936.

Port - Shell plates - B1+2, + C1 - faired in place - (2)

On completion of repairs tanks in way satisfactorily tested.

W.R.