

Rpt. 8.

WRECK SECTION  
No. 587

(Received at London Office)

116 MAY 1950

No. 6519

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 13th May 1950 When handed in at Local Office 15th May 1950 Port of Oslo  
No. in Survey held at Landevid Date, First Survey 18th April Last Survey 21st April 1950  
Reg. Book. 263 (No. of Visits two)

TONNAGE :- Built at Bath Me By whom Texas S.S. Co When 1920 MONTH 4  
GROSS 3160 Owners The Texas Company (Norway) AS Owners' Address \_\_\_\_\_  
UNDER DEK 2795 Managers H. C. Mathieson (If not already recorded in Appendix to Register Book.)  
NET 1844 Port belonging to Oslo

Surveyed Afloat or in Dry Dock? afloat Name of Dock \_\_\_\_\_ Destined Voyage U.K. for breaking up  
Bell/Bor/Dk/Ba \_\_\_\_\_ 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.

Last Report, No. 6460 Port Oslo

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)	
CHARACTER	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>5.48</u>	<u>5.48</u>
<u>S.S. Gal. - 2.48 (02)</u>	<u>5.48</u>
<u>Carrying Petroleum</u>	<u>5.48</u>
<u>Oil Engine</u>	<u>5.48</u>

Periodical Surveys, when held, must be reported in detail and serially 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.

Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR issue of certificate for voyage to U.K. in tow  
This vessel, being sold to British Iron & Steel Corporation (Salvage) Ltd., was examined afloat, the owners desiring a certificate for the ballast voyage in tow to the United Kingdom. The vessel was generally examined in way of decks, hatches, casing of F.R. skylight, ventilator casing, openings in way of erections & peak spaces, machinery space, windlass and steering gear opened, overhauled and placed in efficient condition. S.B. and engine, driving generator supplying current for windlass, steering gear, and navigation lights examined and overhauled. Windlass and steering gear tested.

We also beg to refer to our Report No. 6460

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE			
Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Celling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections <u>Good</u>	Cargo Hatchways	Condition, now ascertained (State if wedges removed.)
" " in way of sidelights	Windlass <u>Good</u>	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length (on board.) mean diam.
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stimson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting	
Have the Tanks been tested?		State if examined.	

### 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,33," or "to remain as classed and to have record of survey, 1,33, and the notations of ss No. 1-33."

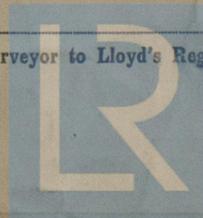
It is recommended that this vessel remain as classed without fresh record of Survey for ballast voyage in tow to the United Kingdom, "to be broken up"

Survey Fee (per Section 29)	£ 160	Fees applied for, 19/4/1950
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me, 27/4/1950
Travelling Expenses (if chargeable)	£ 100	
Second Surveyor's Fee (if any)	£ :	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute. ✓ DUES 13 JUN 1950

Character Assigned No action



Lloyd's Register Foundation

W1029-0111

Is Certificate required? If so, to be sent to