

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5 October 1943 When handed in at Local Office 5 Oct 1943 Port of GALVESTON, TEXAS

No. in Reg. Book. Survey held at PORT ARTHUR, TEX. Date, First Survey 2nd Oct. Last Survey 3rd Oct. 1943

25209 on the Wood Iron or Steel GULFLAND (No. of Visits 2)

TONNAGE:— Built at Camden N.J. By whom New York S.B. Corp. When 1918 YEAR. MONTH. 6

GROSS 5277 Owners Gulf Oil Corporation Owners' Address _____

UNDER DK. 4646 Managers _____ (if not already recorded in Appendix to Register Book).

NET 3207 Port belonging to Philadelphia

Surveyed Afloat or in Dry Dock? Afloat Name of Dock _____ Destined Voyage _____

Cell DBor DBa _____ feet; uE&B _____ feet; f _____ feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4402 Port Gal.

(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.

Was a damage report made by anyone else? if so, by whom? London Salvage Assn.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Temporary Repairs and Interim Certificate following

Damage alleged due to a collision with Barge C.C.T. Co. 27 in the heaves three

on 1st October, 1943. Interim Certificate herewith.

how done:— Vessel tipped and Damage found:

Stem cracked at 29' draft mark,

bow plate for fore, port & starboard sides in 2nd + 3rd strakes below main sheer strake

(between 22' and 26' draft marks) broken.

Longitudinals, breast blocks and transverse in way damaged.

Temporary Repairs: Starboard side, a plate patch 10' x 4'-4" x 7/16" fitted

Port side, " " " 8' x 4'-4" x 7/16" "

Both plates efficiently stiffened, girted and secured by counterstays bolts tightened

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	—	—	—	—	—	—	—	one temporary patch, port.
Removed and Fair'd or Repaired	—	—	—	—	—	—	—	stiffened, and counterstays
Fair'd or Repaired in place	—	—	—	—	—	—	—	fitted.

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	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	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	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 _____ mean diamr. _____
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" 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 _____ (State if examined.)	
Have the Tanks been tested?			

SURVEY CONTAINED IN THE ABOVE

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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is now in good sufficient condition and eligible, in my opinion, to remain as now classed, without fresh record of Survey, subject to permanent repairs to stem, port & starboard bow plate (this is 2nd + 3rd strakes below main sheer strake) and frames in way, being carried out at next dry docking. Also under main piece above 2nd strake being specially examined next dry docking.

Survey Fee (per Section 29)	£		Fees applied for, <u>4 Oct. 1943</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	<u>45</u>	Received by me, _____
Travelling Expenses (if chargeable)	£	—	_____ 19
Second Surveyor's Fee (if any)	£	<u>10</u>	

Sunday fee 3/10/43 Subsidy 2/10/43 Committee's Minute 3.50 NEW YORK OCT 13 1943

Character Assigned as now subject

H. P. P. P.
Surveyor to Lloyd's Register of Shipping.



W1188-0056

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to _____

by air brench sculked.

Cement boxes fitted behind stem bar and over patches. Edges of plate patches bevelled to prevent catching by anchors & cables.
 Note! Owing to the nature of the cargo remaining on holding could not be done.
 S.F.L. not done until at this time. Present fully laden.

S.P.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Steam															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Iron Steam Chain }
or Steel Wire... }

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.