

COPY.

Lloyd's Register of Shipping.



Port Galveston, Texas

October 5, 1945

This is to Certify that

JAMES HINDLAY

the undersigned Surveyor to this Society did at the request of the owners representative survey the steel screw vessel

M/V "BADGER STATE" 1539 tons gross of Buffalo, N. Y.

to ascertain the nature and extent of damage alleged to have been sustained through vessel striking a submerged concrete vessel 3'-0" below surface of low water in the Grijalva River Channel at 8:55 am on the 20th September, 1945. Vessel remained fast until 11:00 pm of that date. Draft of vessel forward 5'-0".

For further particulars please see vessel's log book.

The undersigned visited this vessel on the 30th September, 1945 at the Brownsville Docks, Brownsville, Texas.

FOUND

1. Starboard No. 1 double bottom set up approximately 3" x 4'-0" wide from 1st floor from fore peak bulkhead to 8th floor on A & B strakes.
2. Several leaking rivets on seam of A & B strakes between 1st and 2nd floors from fore peak bulkhead.
3. Floors in way of damage set over and buckled.
4. Suction pipe from fore peak tank fractured at 45° elbow at the after end of double bottom tank.

RECOMMENDED

- Removed, faired and reriveted at 1st dry docking.
- Cement box fitted.
- To be cropped and part renewed.
- Two short lengths of pipe at 45° elbow to be renewed.

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 executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever 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 Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

FOUND

RECOMMENDED

5. No damage in fore peak tank.
6. No damage at forward end of No. 1 port double bottom tank.
7. At the after end of tank, water could not be pumped lower than 12" due to suction pipe leaking at that depth. No change in depth of water over a period of 3 hours.

Fore Peak Tank pumped dry and tested.

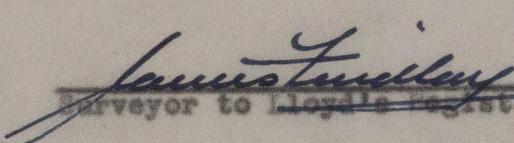
No. 1 port double bottom tank to be pumped dry.

Temporary repairs to be made to suction pipe to permit tank being pumped dry when required. Permanent repairs to be made at 1st opportunity.

8. No change in depth of water in No. 2 and 3 port and starboard double bottom tanks when soundings taken at 10 am, 1 pm and 3 pm.

No. 2 and 3 port and starboard double bottom tanks to be sounded over a period of several hours.

These recommendations were made with a view to placing the vessel in the same condition as before the damage occurred. Items No. 2 and No. 4 were completed to my satisfaction.


Surveyor to Lloyd's Register of Shipping



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