

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th May 42 When handed in at Local Office 20th May 1942 Port of MOBILE, ALABAMA
 No. in Reg. Book. 24634 Survey held at MOBILE Date, First Survey 23rd April Last Survey 8th May 1942
 on the ~~Wooden~~ Steel S.S. "GULFOIL" (No. of Visits 7)

TONNAGE:— Built at Camden, N.J. By whom New York S.B. Company YEAR. MONTH. 1912 12
 GROSS 5189 Owners Gulf Oil Corporation Owners' Address -
 UNDER DK. 4591 Managers - Port belonging to Philadelphia
 NET 3202

Surveyed Afloat or in Dry Dock? both Name of Dock Ala. D.D. & S.B. Co. Destined Voyage -
 Cell D/Bor D/Ba - feet; uE&B - feet; f - feet
 total capacity - tons. FPT - tons; APT - tons; MT - feet tons.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 41003. Port N.Y.K.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A1 4,41	* LMC 7,37
ssBal. 2nd No. 3- 7,37	B.S. 4,41 T.S. CL 3,41
Carrying petrol- eum in bulk.	Fitted for oil fuel 12,12 F.P. above 150°F.

(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. N.Y.K. Letter April 4th 1942.

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 report attached
 Society's Freeboard (if assigned) as painted on Ship and now verified - ft. ins.
 Was a damage report made by anyone else? if so, by whom? Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION S.S. 3rd No. 1, FREEBOARD RENEWAL SURVEY, DAMAGE & REPAIRS.

DAMAGE stated to have been sustained by vessel encountering heavy weather March 2nd, 3rd, 5th and 6th 1942, while on a voyage from Port Arthur, Texas, to Philadelphia, Pa.

DAMAGE REPAIRS
SHELL PLATING
PORT SIDE

"A" strake plate No. 11 fractured transversely through end rivet of longitudinal frame, very slight grooving noted. This plate has been renewed.
 "E" strake plate No. 7 fractured transversely at end of doubler fitted across bulkhead, slight grooving noted. This plate has been renewed.
 "E" strake plate No. 8 fractured transversely at end of doubler fitted across bulkhead, slight grooving noted. This plate has been renewed.

3rd No. 1. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th. 11th. 12th. 13th. 14th. 15th. 16th. 17th. 18th. 19th. 20th. 21st. 22nd. 23rd. 24th. 25th. 26th. 27th. 28th. 29th. 30th. 31st. 32nd. 33rd. 34th. 35th. 36th. 37th. 38th. 39th. 40th. 41st. 42nd. 43rd. 44th. 45th. 46th. 47th. 48th. 49th. 50th. 51st. 52nd. 53rd. 54th. 55th. 56th. 57th. 58th. 59th. 60th. 61st. 62nd. 63rd. 64th. 65th. 66th. 67th. 68th. 69th. 70th. 71st. 72nd. 73rd. 74th. 75th. 76th. 77th. 78th. 79th. 80th. 81st. 82nd. 83rd. 84th. 85th. 86th. 87th. 88th. 89th. 90th. 91st. 92nd. 93rd. 94th. 95th. 96th. 97th. 98th. 99th. 100th.
Renew 45 tons. call first off.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items.
Renewed	3							2 shell plates doubled. Shell rivets cut out and renewed. Plate seam caulked as per report.
Removed and Paired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room		Copper, or I.M.	
Decks	good	Bulkheads	good	Engine Room	Stylights	good	Copper, or I.M. (state if on Deck)
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.		"	When fitted, Month Year
Coamings	"	Cement or Asphalt	-	Oil Bunkers		not exd.	Boats
Beams & Fastenings	"	Rudder	good	Scuppers		good	Masts, Yards, &c.
Outside Plating	"	Steering gear and its connections	good	Cargo Hatchways		"	Condition, how ascertained (state if wedges removed.)
" " in way of sidelights	not exd.	Windlass	"	Hatches		"	Equipment letter
Frames	pt. exd. good	Have pumps been examined and found efficient?	-	Planting			Y
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking			3B 1S
Longitudinals	"	Have Watertight Doors been examined and found efficient?	-	Treenails			yes
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson			270 2-1/16"
Floors	"	Air and Sounding Pipes	-	Transoms, Pointers & Crutches			270 2-3/16"
Keelsons	"	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings			Chain Locker
Stringers	"			" " at other places			good
Inner Bottom Plating	"			Stringers, Clamps & Shelves			Hawsers & Warps
Have the Tanks been examined internally?	yes			Salting (state if examined.)			"
Have the Tanks been tested?	yes						Standing and Running Rigging
							Sails

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel, so far as 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."
 seen, is now in good condition, eligible in my opinion to remain as classed, with fresh record of survey 5,42 and notation of S.S.No.1 with date in the Register Book.
 (Vessel's name to be deleted from the Special Reasons List.)

Survey Fee (per Section 29)	\$ 50.00	Fees applied for, Mar. 20 19 42
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 180.00	Received by me, 19
Travelling Expenses (if chargeable)	£ 13.00	
Second Surveyor's Fee (if any)	£	
Telegram	.80	

JCS MSteuje
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAY 27 1942
 Character Assigned 100A1 carrying Petroleum in bulk. Fitted for oil fuel 12,12 F.P. above 150°F. S.S. N.Y.K. No. 1-41. B.S. 4,42.

Without Embu. Equipt.



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

Is Certificate required? If so, to be sent to

S.S. "GULFOIL"

Approximately twelve hundred (1200) bottom shell rivets cut out and renewed. Approximately fifty (50) bottom plate seams caulked, welded and properly made tight.

Main Cargo Tanks

Approximately twenty-five hundred (2500) rivets in bulkheads and connections cut out and renewed. Approximately one hundred and fifty (150) feet of bulkhead plate seam caulked, welded and properly made up. Upon completion of repairs all cargo tanks and forward bunker tank were tested and all work made and proven tight.

Vessel placed on drydock, bottom and rudder cleaned, examined, recoated and found or placed in good order.

Cables ranged 270 fathoms of 2-1/16" diameter stud link in good order. Forty-five (45) fathoms new 2-3/16" diameter stud link chain cable now installed on port side and marks on same verified with Certificate produced. Chain locker cleaned, examined, found in good order and recoated.

FREEBOARD

Annual Load Line Inspection carried out and report attached hereto. Freeboard markings recut and a provisional certificate now issued pending issue of a new certificate by the Committee, copy attached hereto.

COMPLETION OF SPECIAL SURVEY 3rd No.1

Dry cargo hold and 'tween deck spaces examined and found in good order. All ceiling lifted and the open floors of the dry cargo hold examined and found in good order.

NOTE:- This vessel has no deep tank under the cargo hold.

REPAIRS - WEAR & TEAR

Windlass

Pistons removed from steam cylinders, piston ring grooves recut and new piston rings fitted and all reassembled in good order.

Shell Plating

PORT SIDE

"E" strake plate No.15 efficient doubling plate riveted and welded to place.

STARBOARD SIDE

"J" strake plate No.17 efficient doubling plate riveted and welded to place.

KEEL PLATE

Keel plate No.11 butt strap reinforced and riveted to place.

After completion of repairs work was tested out and proven tight.

Strainer plates renewed on forward pumproom and port and starboard main pump room and high injection sea chests.

Steering Gear

New carrier plate installed of increased thickness and steering gear tried out by hand and steam after completion of repairs and found satisfactory. New stop fitted to hand gear quadrant, and offset key fitted.

Examined the steering engine and connections, windlass, hatches, covers, ventilators and their coamings and found or placed them in good order.

SPECIAL REASONS LIST No.25

"Renew 45 fathoms cable first opportunity." This has been carried out and this item may be deleted from the S.R.List.

J.C. SAUNDERS

N.E. - 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

ANCHORS.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: 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.