

4634
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Lloyd's Register of Shipping.



Port MOBILE, ALABAMA

14th May 1942.

No.D.2557

This is to Certify that

T.C.DODD

the undersigned Surveyor to this Society did at the request of the Salvage Association, London, 26 Beaver Street, New York, N.Y., survey the steel screw steamer "GULFOIL", 5189 tons gross register of Philadelphia, Pa., for the purpose of ascertaining the nature and extent of the 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.

For further particulars see vessel's log books and extracts from log books below.

EXTRACT FROM DECK LOG

VOYAGE - Port Arthur, Texas, to Philadelphia, Pa.
2nd March 1942

- 4.00 a.m. Overcast, rough beam sea, shipping heavy seas and spray over all. Wind SSE 6. Bar.29.70.
7:33 Reduced speed.
- 8.00 a.m. Overcast with heavy squalls, high mountainous cross seas, vessel pitching, rolling and laboring heavily, shipping seas. Wind W'ly 6-7. Bar.29.72.
- 12.00 Nn. Cloudy, heavy sea and swell on quarters, shipping heavy water overall. Wind WNW 4-5. Bar.29.86.
- 4.00 p.m. Overcast, rough seas, shipping heavy seas. Wind W'ly 6. Bar.29.88.
- 8.00 p.m. Mostly overcast, very rough following sea and heavy swell, vessel laboring and shipping heavy seas over all. Wind W'ly 6. Bar.29.93.
- 12.00 M.N. Overcast, rough following sea and heavy swell, shipping water. Wind NW 6. Bar.29.97.

3rd March 1942

- 4.00 a.m. Part cloudy, rough sea, shipping seas and spray. Wind NW 5. Bar.29.94.

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."

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3rd March 1942 (cont'd)

- 8.00 a.m. Cloudy, rough beam sea and swell, shipping heavy seas, port side. Wind NW 6-5. Bar.30.01.
12.00 Nn. Shipping heavy spray, cloudy, mod. rough beam sea, port side. Wind NW 6. Bar.30.01.
4.00 p.m. Rough head sea, vessel pitching, shipping heavy seas and spray, clear. Wind WNW 6. Bar.29.96.
8.00 p.m. Clear, rough head sea and heavy head swell, vessel laboring and shipping heavy seas overall. Wind WNW 6. Bar.29.98.
12.00 M.N. Rough head sea and swell, shipping heavy sprays and water port side. Wind WNW 6. Bar.30.04.

5th March 1942

- 12.00 Nn. Overcast, light rain, smooth sea. Wind NE 2. Bar.30.00
4.00 p.m. Overcast, rain, swell sea. Wind N'y 4. Bar.29.84. 7:45 Stand by, heavy rains.
8.00 p.m. Overcast with heavy rain, rough head sea, shipping seas port side. Wind NNE 6. Bar.29.66.
12.00 M.N. Shipping heavy spray over bow and port side, rough head swell and sea, overcast with rain squalls. Wind N'y 6. Bar.29.53.

6th March 1942

- 4.00 a.m. Overcast and rain showers, long rough sea, shipping seas and spray over all, vessel rolling and laboring heavily. Wind N'y 5. Bar.29.60.
8.00 a.m. Similar weather.
12.00 Nn. Overcast, heavy SE swell, vessel laboring heavily and shipping water over all. Wind NW 5.
4.00 p.m. Part cloudy, rough confused sea, vessel rolling, laboring, shipping seas. Wind NW 5.
8.00 p.m. Clear, rough to mod. confused sea and swell, vessel rolling heavily and shipping light sea. Wind Var.4-3.

PROPELLER (Bronze, removable)

Cement on propeller blade nuts broken and part missing.

All remaining On April 23rd 1942, while this vessel was laying on drydock at the Works of the Alabama Dry Dock and Shipbuilding Company, Mobile, Ala., upon examination found the following damage and consequent repairs recommended:-

All removals required to effect repairs, such as close ceiling floors in dry cargo hold, to be replaced in as before, renewing any parts broken in removal.

SHELL PLATING

PORT SIDE

"A" STRAKE (Inside Strake)

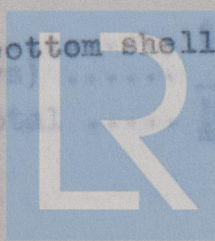
Plate No.11 fractured transversely through end rivet in longitudinal frame. To be renewed.

"E" STRAKE (Inside Strake)

Plate No.7 fractured transversely at end of doubler fitted across bulkhead. To be renewed.

Plate No.8 fractured transversely at end of doubler fitted across bulkhead. To be renewed.

Approximately twelve hundred (1200) bottom shell rivets started and leaky. To be cut out and renewed.



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Approximately fifty (50) feet of bottom plate seam started and leaky.
To be caulked, welded and properly made up.

KEEL BLOCKS

Ten (10) keel blocks to be removed for access to repairs.

CEMENT BOXES

Three (3) small cement boxes, covering started rivets in Nos. 7 port and starboard and No.8 starboard main cargo tanks, to be cut out and removed ashore.

TESTING

Upon completion of the above repairs all work to be tested on drydock and made and proven tight.

MAIN CARGO TANKS

Main cargo tanks bulkheads stated leaky.
Tanks to be tested and all leakages marked.

Approximately twenty-five hundred (2500) rivets in bulkheads and connections loose, started and leaky.
To be cut out and renewed.

Approximately one hundred fifty (150) feet of bulkhead plate seam started and leaky.
To be caulked, welded and properly made up.

Upon completion of these repairs tanks to be retested and all made and proven tight.

CLEANING

Bilges in dry cargo holds to be cleaned as required.

PROPELLER (Bronze 4 bladed removable)

Cement on propeller blade nuts broken and part missing.
All remaining cement to be removed, nuts hardened up and all recemented.

REMOVALS, REPLACEMENTS

All removals required to effect repairs, such as close ceiling in way of open floors in dry cargo hold, to be replaced in good order as before, renewing any parts broken in removal.

GAS FREE CERTIFICATE

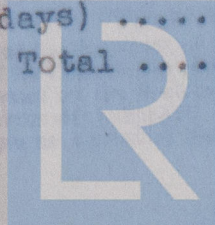
Vessel to be certified gas free before repairs are commenced.
NOTE:- Owners cleaned and gas freed vessel en route to shipyard.

DRYDOCKING

Necessary drydocking to effect repairs.

For carrying out the above recommended repairs the Alabama Dry Dock and Shipbuilding Company submitted the following lump sum price, which being considered fair and reasonable, was accepted by the Owners:-

Repairs, renewals etc.....	\$15,652.00
Drydocking (1 dock, 2 lay days)	2,283.16
Total	<u>\$17,935.16</u>



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Lloyd's Register of Shipping. (4)
No. D. 2557 S.S. "GULFOIL"

Date of Survey 23rd April 1942.
Date & Hour of Drydocking 23rd April 2:30 p.m.
Date & Hour of Undocking 29th April 3:20 p.m.
Date Completion of Repairs ... 12th May 1942.

Log books scrutinized.

14th May 1942

[Signature]
Surveyor to Lloyd's Register.

the undersigned Surveyor to this Society did at the expense of
Fee \$50.00
Expenses 1.00
Telegrams 1.25
Late Fee 10.00

\$62.25

purpose of ascertaining the nature and extent of the damage
sustained to have been sustained by casual encountering heavy weather
on March 2nd, 3rd, 5th and 6th 1942, while on a voyage from Port
Arthur, Texas, to Philadelphia, Pa.

For further particulars see vessel's log books and
extracts from log books below.

EXTRACT FROM DECK LOG

VOYAGE - Port Arthur, Texas, to Philadelphia, Pa.
2nd March 1942

4.00 a.m. Overcast, rough beam sea, shipping heavy seas and
spray over all. Wind SE 8. Bar. 29.70.
7.43 Reduced speed.
8.00 a.m. Overcast with heavy squalls, high mountainous waves
seas, vessel pitching, rolling and laboring heavily,
shipping seas. Wind W'ly 5-7. Bar. 29.70.
12.00 M. Cloudy, heavy sea and swell on quarter, shipping
heavy water over all. Wind NW 4-5. Bar. 29.80.
4.00 p.m. Overcast, rough seas, shipping heavy seas.
Wind W'ly 5. Bar. 29.80.
8.00 p.m. Mostly overcast, very rough rolling seas and heavy
swell, vessel laboring and shipping heavy seas over
all. Wind W'ly 6. Bar. 29.93.
12.00 M.M. Overcast, rough following sea and heavy
shipping water. Wind NW 6. Bar. 29.93.

3rd March 1942

4.00 a.m. Part cloudy, rough sea, shipping seas.
Wind NW 5. Bar. 29.96.

This Certificate is issued upon the terms of the Rules and Regulations of the
Society. While the Committees of the Society use their best endeavours to ensure
accuracy, it is to be understood that neither the Society nor any Member of any of its
Committees is to be held responsible for any inaccuracy in any report or certificate
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